LONDON'S GREAT HIGHWAY SCARRED BUT BUSY AS EVER

Oxford Street, one of London's greatest shopping centres, along the north side of which are half a dozen famous stores, was bombed on Sept. 17 and 18. Very considerable damage was done, but Oxford Street carried on, and so did those who shop there. Here is Oxford Circus a day or two later, with Peter Robinson's famous shop on the left. The "alert" may sound again at any moment, but no one worries about that.

Photo, Keystone

'All the Brigands Are in One Camp'

In these words a Canadian newspaper, "The Toronto Globe and Mail," summed up the Berlin Pact of September 27, 1940, concluded between Germany, Italy, and Japan. The "tie-up" of the gangsters was indeed the outstanding feature of the Pact which, as Mr. Cordell Hull, U.S.A. Secretary of State, said does not substantially alter the situation already existing.

IN Berlin on September 27 Germany, Italy, and Japan concluded a military, political and economic Pact. It was signed in the Ambassadors' Hall at the Chancellery by von Ribbentrop, Count Ciano, Foreign Ministers of the Axis Powers, and M. Kurusu, Japanese Ambassador in Berlin, and after the signature Herr Hitler made a solemn entry into the hall and formally greeted the plenipotentiaries. Statements were then read in which it was declared that the Governments of Germany, Italy, and Japan, "recognizing that as a condition precedent to any lasting peace all nations of the world should be given each his own proper place," had decided to stand by and cooperate with one another in Eastern Asia and in Europe, so as to establish and maintain "a new order of things calculated to promote mutual prosperity and the welfare of the peoples concerned." The Pact's terms were then revealed;

1. Japan recognizes and respects the leadership of Germany and Italy in the establishment of a new order in Europe.
2. Germany and Italy recognize and respect the leadership of Japan in the establishment of a new order in East Asia.
3. Germany, Italy, and Japan agree to cooperate in their efforts on the aforesaid lines. They further undertake to assist one another with all political, economic and military means when one of the three contracting parties is attacked by a Power at present not involved in the European war or in the Sino-Japanese conflict.
4. With a view to implementing the present Pact, joint technical commissions, the members of which are to be appointed by Germany, Italy, and Japan, will meet without delay.
5. Germany, Italy, and Japan affirm that the terms do not in any way affect the political status which exists at present as between each of the three contracting parties and Soviet Russia.
6. The present Pact shall come into effect immediately upon signature, and shall remain in force 10 years from the date of its coming into force. In due time before the expiration of the said term the high contracting parties shall, at the request of any of them, enter into negotiations for its renewal.

When the document had been signed von Ribbentrop read a long statement on behalf of the Government of the Reich. He began as usual with a reference to the "injustices of the Treaty of Versailles," and spoke of the "extraordinary modesty" which characterized the demands put forward by Germany, who "felt herself entitled to a share of the good things of this earth. . . ." The National Socialist Government, he went on, was resolved in all circumstances to assure to the German people their rights of existence within a suitable living space at a time when other nations had seen fit to claim whole continents for themselves; and this determination coincided with that of other nations, which, like Germany, had been denied their rightful place in the world.

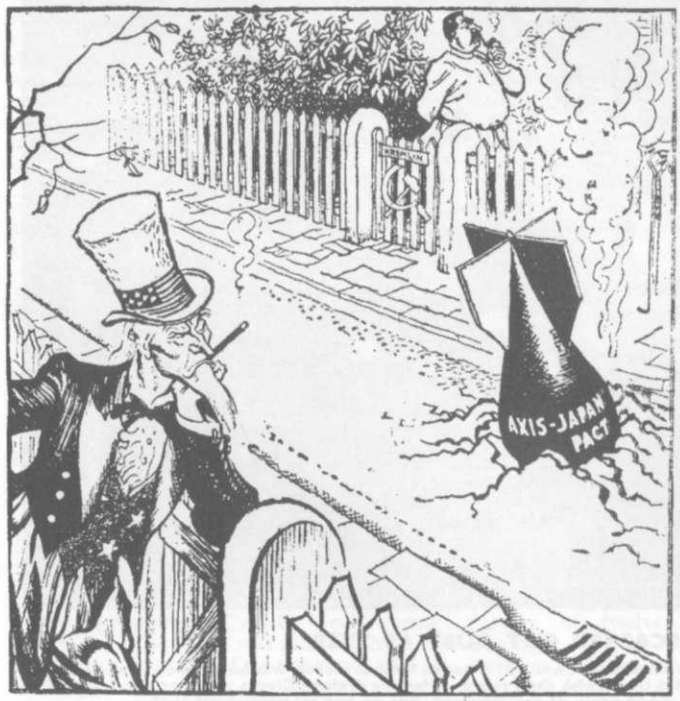
"The tripartite Pact," he went on, "which I have just signed on behalf of the Fuehrer, together with the plenipotentiaries of Italy and Japan, constitutes a solemn affirmation of partnership between Germany, Italy, and Japan in a changing world. The purpose of the Pact is to secure a new order of things in those parts of Europe at present engaged in war and to establish that new order under the common leadership of Germany and Italy: it secures also a new order in Greater Asia under the leadership of Japan. The pact is not only based on friendship but on a community of interests of three nations striving for the same social ideals."

Later he said that the Pact which had just been signed was a "military alliance between three of the mightiest States of the world," and served the cause of a just order of things, both in Europe and in Greater Asia. Other States would be welcomed into the bloc if any desired to make its own contribution to the restoration of peace, but any State which "endeavours to interfere in the final phase of the solution of problems in Europe and the Far East by attacking one of the three Powers signatory to the pact will have to meet the combined strengths of three nations, numbering 250,000,000 inhabitants. . . ."

When the Berlin Pact between Germany, Italy, and Japan was signed on September 27, the Japanese signatory was M. Kurusu, Japan's Ambassador in Berlin. Above we see him (second from the right) with a number of German notabilities on the occasion of an exhibition in Berlin designed to further Japanese-German friendship. *Photo, L.N.A.*

In the Axis countries and in Japan it seems to have been thought that the new Pact would appear to be as earthshaking as the Nazi-Soviet Pact of August 1939. But those who thought on these lines were disappointed. For long it had been recognized that Japan was practically a Fascist State; it was reasonable to suppose, then, that at a convenient moment she would put on a firmer footing the understanding which existed.

Already, indeed, she had shown signs of a determination to exploit to the full the situation which had arisen in Eastern Asia, following the collapse of Northern Europe and the onslaught on Britain. Before June was out the Japanese were bringing pressure to bear on the French administration in Indo-China both with a view to stopping the flow of war material to China through Indo-Chinese ports, and also securing a permanent footing in France's great Oriental colony. Towards the end of September both these ends had been achieved. By an agreement concluded at Hanoi, the capital of French Indo-China, on September 22 Japan was granted the right to land 6,000 troops in Indo-China, to establish three air bases in Tongking, to station some troops in Haiphong, and also to send troops across Indo-China to attack the Chinese in Yunnan. At the same time, Japanese emissaries played their part in stirring up Thailand, or Siam, to make demands on Indo-China for the



Time Bomb or Dud?
From the cartoon by Illingworth in the "Daily Mail"

Germany Italy and Japan Make a Trio In Berlin

In April 1940 the Japanese Air Force celebrated the fortieth year of its existence, and in honour of the event a film was made glorifying its murderous exploits over China. Above, 120 Japanese 'planes are making a special flight for the benefit of the cameraman.

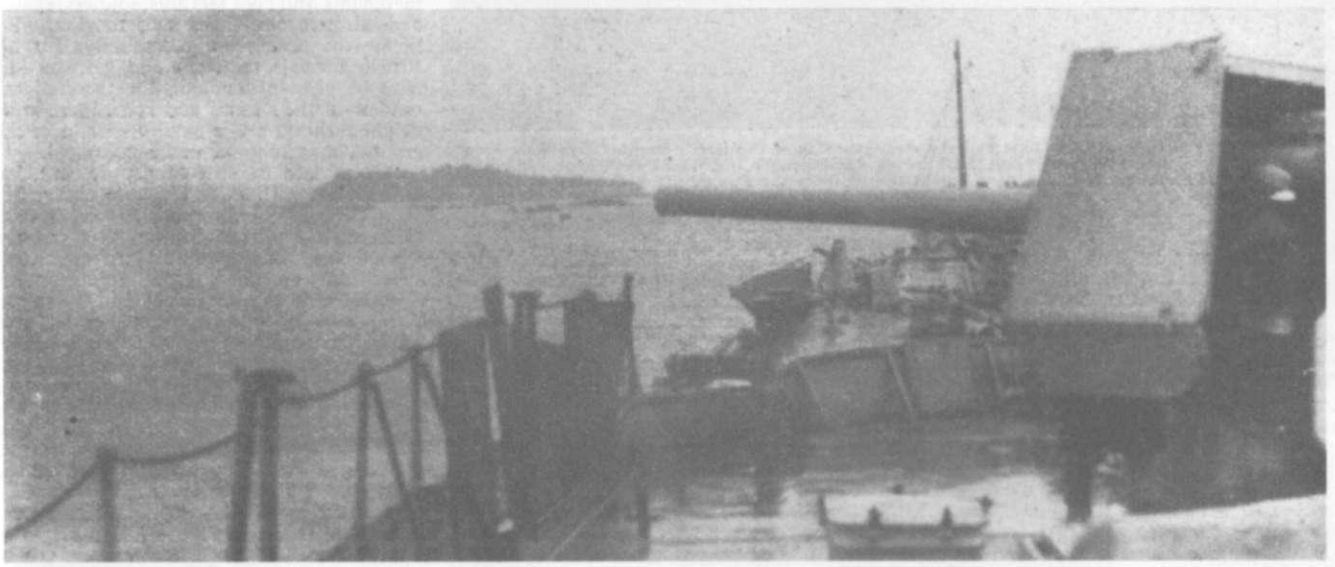
restitution of certain territories which, so it was claimed, were once part of the Siamese kingdom; while others were busy in the Dutch East Indies, fomenting unrest.

Indo-China, the Netherlands Indies, Malaya, the Philippines, Hong-Kong and Singapore, and the northern parts of Australia —all these are included in what the Japanese hot-heads have come to regard as their "living space." But it cannot be fully realized until Britain, too, has been driven from the Pacific—and behind Britain stands the United States, for it is inconceivable that America would suffer the Pacific to become a Japanese lake. Here it is that the Berlin Pact comes into the picture, inasmuch as it was obviously designed to frighten America. As plainly as possible within the bounds of diplomatic language, "Uncle Sam" was told that if he chose to enter the war on the side of Britain, then America would be attacked by Germany, Italy, and Japan.

So far from being intimidated, the U.S.A. regarded the Pact as a challenge, and on every hand there were demands that stronger action should be taken against the aggressors. Nor was there the slightest suggestion—as the Axis plotters no doubt intended—that America's war effort should be diverted to her own needs in view of the threat against her Pacific seaboard; rather, the belief was intensified that Britain was fighting America's war and that it was up to America to give her all the assistance in her power.

At first sight it would seem that if there is any gainer from the Pact it is Germany and Italy, rather than Japan, who in the event of a war in the Pacific could expect to receive little or no help from her allies, while she would be exposed to attack by the American and British fleets in the Near East. But it must be admitted that one of her potential enemies is likely to be immobilized.

Although Clause Five of the Pact carefully preserves the status quo as regards the signatories and Soviet Russia, there can be little doubt that Clause Three has its application not only to the U.S.A. but to Soviet Russia. Japan need not fear an attack by her Russian neighbour, for Russia is given to understand that if she attacks Japan, then Japan's allies in Europe will attack her on the west.



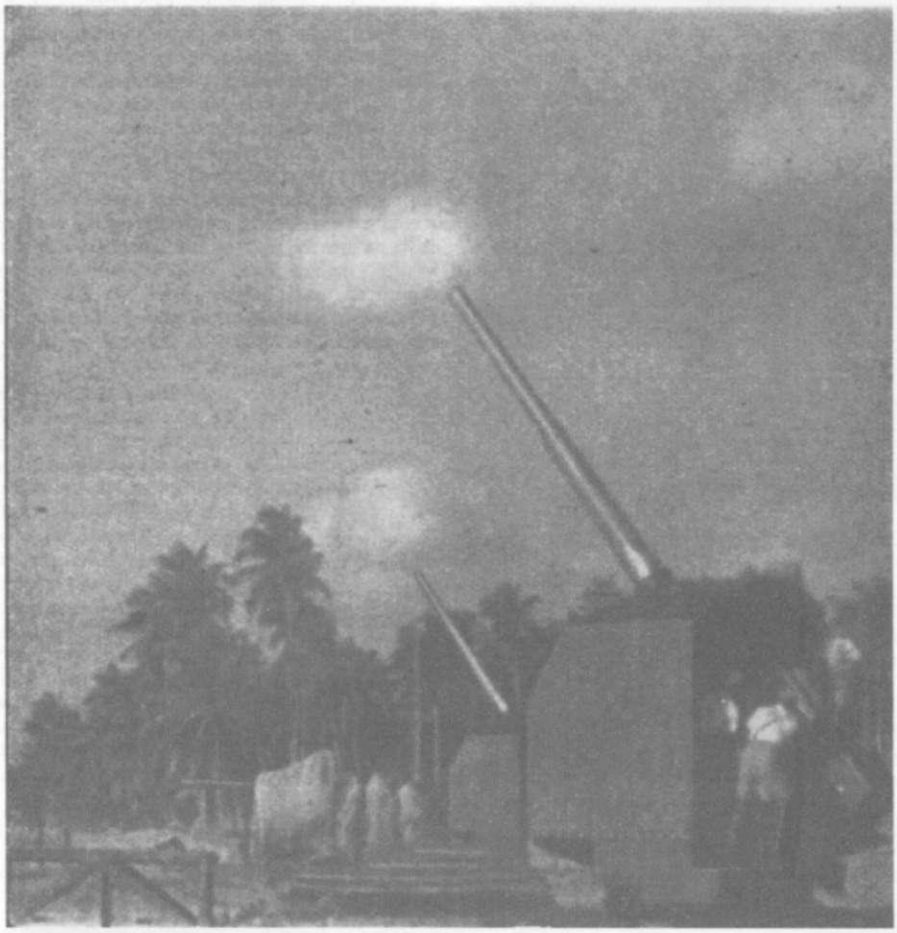
Like the Nazis, the Japanese have made liberal use of the camera as an instrument of propaganda, and in the two lower photographs in this page we have illustrations of it—not perhaps very effective ones. They were taken in the course of operations against the Chinese; centre, Japanese troops "mopping up" a Chinese position in Hupeh Province, and, below, a Japanese warship cooperating with troops landing in front of the Chinese firing line.

Photos, Domei News Agency

Singapore—Britain's Strong Point in the East

With Japan's formal adhesion to the Axis Powers, Germany and Italy, Singapore, Britain's great naval base in the Far East, assumes the very greatest importance. Below we tell something of its setting in time and place.

LYING off the very tip of the finger-like mainland of Malaya is the little island—it is only 27 miles by 14—of Singapore. It is at the cross-roads of south-eastern Asia, and the sea traffic of half the world converges on its quays. As great cities go it is a youngster, for in 1819 when Sir Stamford Raffles obtained the grant of the island from the Sultan of Johore it was a tropical jungle inhabited only by a few miserable fisherfolk. For many years it has been one of the world's great ports, but since 1923 it has developed into something more: today it is Britain's stronghold at the gateway of the Orient, her great naval base in the Far East, an island fortress, one of the most strongly defended in the world.



Japanese aggression in the Far East and the strengthening of the Berlin-Rome-Tokyo Axis have made Singapore, Britain's great Naval base in the Pacific, more important than ever. It is the scene of great aerial activity, and here Indian troops from the Punjab are practising with A.A. guns at sleeve targets.

Photo, Keystone

Singapore city is on the south coast of the island, and with its population of over half a million—British and Dutch and Eurasian, Chinese and Indian, Malay and Japanese—is a veritable cosmopolis. The naval base is on the opposite side of the island, looking across the Straits to the mainland of Johore. It was officially inaugurated on February 14, 1938, by Sir Shenton Thomas, Governor of the Straits Settlements, when he opened the new graving dock. This is 1,000 feet long and 130 feet wide, surrounded by concrete walls and deep enough to take any ship afloat. Another remarkable feature of the Base is the floating dock, the third largest of its kind in the world; it is 853 feet long, 172 feet wide, and 75 feet deep, and can lift a 50,000-ton battleship. The dock was built on the Tyne in the Wallsend yards of Messrs. Swan, Hunter and Wigham Richardson, Ltd., and was towed to Singapore in two sections in 1928, the voyage of 8,500 miles taking four months; it was a tight squeeze going through the Suez Canal! Authorized by the British Government in 1923, cancelled by the Labour Government in the following year, and again authorized in 1930, the Singapore Base has cost more than £9,000,000; and in its construction 6,000,000 cubic yards of earth were excavated in moving the hills which happened to be in the way, and 8,000,000 cubic yards of earth were used to fill up the swamps which covered the rest of the site.

It need hardly be said that the base is most strongly defended by land, sea, and air. At Changi, at the eastern entrance of the Straits of Johore, powerful coast batteries have been mounted, and there are many other batteries elsewhere in the island. No details of the defences have been officially published, but it has been often stated that guns of 15-inch and even 18-inch calibre have been mounted in the forts. There is also a considerable garrison, which numbered before the war some 7,000 of all ranks, and comprised two regiments of heavy artillery and one of anti-aircraft artillery, four fortress companies of the Royal Engineers and one of Royal Signals, and three British, one Indian, and one Malay infantry battalions. There is also the Straits Settlements Volunteer Force, consisting of a battery of artillery and four battalions of infantry, together with signal sections and engineers.

Close to Singapore city is the civil airport, one of the most important on the route from Britain to Australia; and on the north side of the island, a few miles to the east of the naval base, is the headquarters of the R.A.F. Far East Command, which before the war consisted of two bomber and two reconnaissance squadrons, together with an anti-aircraft cooperation unit.

Some years ago it was stated that the total Service population of Singapore—the military garrison and the men of the naval base and air force—numbered with their dependants some 12,000 persons, but there is no doubt that of recent months this number has been greatly added to. So successful have been the sanitary and anti-malaria precautions that Singapore, if not exactly a health resort, is a garrison station with quite a good health record.

Singapore city has a front of handsome clubs and grand hotels behind which are stifling narrow streets and close-packed blocks of native dwellings, where hundreds of thousands of coloured folk pass their lives in huddled squalor.

Cosmopolis of the Orient

Compared with, say, Penang, Singapore is drab and colourless enough; all its buildings are modern, and there is none of the charm of the immemorial East. Yet the human scene is one of endless fascination. Chinese merchants, sedate, bespectacled, leaning back in rich cars; Chinese rickshaw boys in blue dungarees and with perspiring faces beneath their peaked straw hats; bearded Sikh policemen directing the varied traffic, Indian coolies, lithe and unsmiling; Malay artisans and Japanese shop-keepers, islanders from the Dutch Indies, Eurasians of indefinite breed—all these mingle and go their ways with that silent concentration, that secret intensity of purpose, which is so typical of the East. As for the Europeans, they, too, are largely of international stock, though, of course, the British greatly predominate—merchants and civil servants, soldiers, sailors, and airmen, mechanics and tourists. For them—the European community, for the British officials, the staffs and garrison—life may be pleasant enough, for the clubs are models of their kind, and somewhere in the neighbourhood are a golf course, a cricket ground, a racecourse, and a polo field.

But of late months Singapore has had little time or inclination for these distractions of a peacetime existence. Although prior to Japan's adhesion to the Axis the war seemed very far away, the defence works have been extended, local volunteer services have been embodied, and numerous exercises have been performed in order to familiarize them with their wartime duties of mine-sweeping, local patrols, and so on. Last summer the war seemed to come quite near when the Governor announced that further defence works were being put in hand which would necessitate the removal of some of the shark-proof bathing centres established on the south coast and their replacement by barbed-wire entanglements.

Now the foresight of those who proposed and planned the Singapore Base has been fully justified. Singapore stands out against the new menace in the Orient as the base for Britain's, and perhaps America's, fleets, and as the outlying fortress of India's defence.

This Is the War of the Unknown Warriors

For the first time in the history of Britain—at least since the days of the Civil War—war is being fought on the very doorsteps or rather over the very roofs of the British people. How magnificently they, "the 'Unknown Warriors' of this war," as Mr. Churchill describes them, have met the challenge, stood the strain, is told here.

"THE front line runs through the factories." This was one of the diamond phrases in which the brilliant oratory of Mr. Churchill has crystallized the war since he acceded to the Premiership on May 10 last. He might have added that the front line also runs through the homes—through every suburban villa, every slum tenement, every country mansion, in Great Britain. For this is a People's War: no affair of clashing armies or remote conflicts by sea, but an all-in wrestling bout of the millions and masses. Ten thousand civilian casualties against three or four hundred military since the "blitzkrieg" began is the evidence.

It is even possible to put a date to the day when it became a people's war. It was on that May 10, when the leadership of the British people was taken over by the one man great enough for the task, and big enough to jettison party interests and "bring Labour in." On that day the complacent murmur of the drones was exchanged for the angry buzz of the workers. On that day the truth of the much discussed poster put out by the previous Government—"*Your* Courage, *Your* Cheerfulness, *Your* Resolution, will bring us victory"—became for the first time apparent. No longer was this a private fight run by the Gorts and Ironsides, Gamelins, Chamberlains and Daladiers; everyone could join in—and everyone did.

The children of the East End have stood up bravely to bombing and the next morning are at play as usual. Here are some of them lending a hand with clearing up. A great find is a piece of shrapnel, and such relics of an air raid are greatly prized—the bigger the better.
Photo, Planet News

And rightly is this burden borne by the people. For while Lord Haw-Haw has nightly proclaimed for a year that the war was wished upon the peaceful British public by their bellicose "ruling circles," the exact contrary is the truth. It was not so much Chamberlain, the Conservative, who declared war, as Greenwood, the Socialist, whose magnificent words, when he "spoke for England" in the Commons on Sept. 2, 1939, rang with the authentic tones of the people. It was not the "appeasing" ruling circles but the exasperated working classes who decided that a time had come to call a halt to Hitler.

It is just, then, that the people, who called for the war, should have to wage it and to bear its brunt. No one can call "Coward" to Britons. The townsfolk of Dover, daily bombed and shelled, buy themselves tin hats and go out to the shops with a smile; the gradely lads of Hull, of Middlesbrough, of Newcastle and all the north-east, whose nightly terrors for months Londoners are now only beginning to appreciate, carry on with that famous "grim determination" which some orators have praised without knowing what it means. The slow-thinking men and women of Somerset and the braw folk of Aberdeen have alike come to regard nightly bombings, with the destruction of their homes, as part of their ordinary life.

Such are the heroes and heroines of *this* war—the nameless multitude for whom there

Many workers in the City of London have arrived within walking distance of their offices only to find that the usual ways of approach are blocked. Here, steel-helmeted policemen are directing them by a safe way, but even the walking is made difficult by a network of hosepipes.
Photo, Central Press

Courage and Cockney Humour Go Well Together

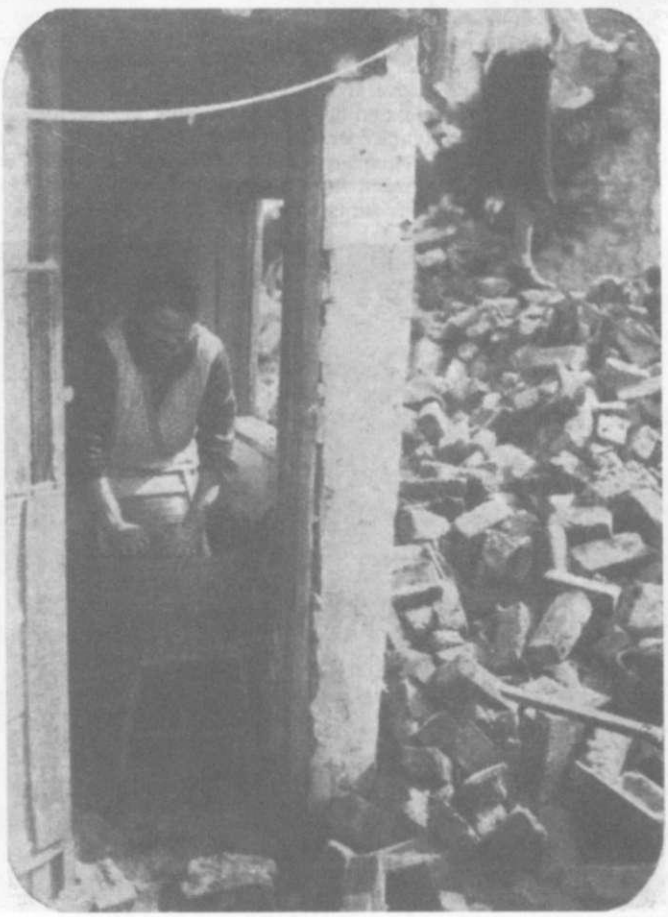
is no V.C. or D.F.C. Every air raid borne by them without giving way to fright or defeatism is a defeat for the enemy. For an "air war" is above all a war of nerves. The prime military objective is the civilian morale; whichever side cracks first is the vanquished, whichever holds out against the bombs the victor. However great its army, however potent its air force and navy, a nation is defeated if its people lose heart; there is every reason to hope that the German nation is already losing heart, but none to suppose that the British will fail first.

Goebbels likes to imagine Britons "cowering in their shelters" while the glorious Luftwaffe rains indiscriminate fire and explosive upon our island. His mental pictures must be inspired by what he sees in Germany, for certainly none of his spies could report having glimpsed any such thing here. We have read how the Berliners shake their fists and impotently curse the R.A.F. In London shelters community singing is the order of the day—or rather night. The Cockney, armoured with humour, bears the long hours with what almost approaches grim amusement, and the spirit of the Old Contemptibles lives on in every basement, cellar and "Anderson" in the old city. Toiling 12 hours or more by day on essential work, sleeping perhaps less than 4 or 5 hours by night—they are tough, these Britons; their pride will not be broken.

Praise, too, the womenfolk of this island. Young London typists fight traffic chaos for hours to reach offices that may have been demolished overnight. In their flats and houses suburban wives and mothers struggle with the problems of rationing, cooking without gas, managing the children when the sirens go, making the same housekeeping allowance cover a 25 per cent increase in the cost of living—fighting the bogey of worry with every mental weapon they can call to their aid. No one who witnessed it will ever forget the courage of the mothers of London's East End during those terrible days and nights of the second week of September. Their houses were not palaces, their belongings few, but they spelt home to them. Their worlds came crashing round their ears on those awful nights, but, with grim faces red with crying but alive with righteous anger, they marched on—soldiers all.

A young man named Michael Foot, one of a famous line of workers and speakers for freedom, has become, in the last few months, the spokesman of the people, the articulate voice in which the murmurings of the multitude are heard. He is, oddly enough, the leader-writer of a Conservative journal, the "Evening Standard"—a fact which demonstrates how the classes of Britain have become, like Britain and the U.S.A., in Mr. Churchill's phrase, "mixed up together." Thus Michael Foot wrote on Friday, September 13, a day of terror in London:

Several blocks of "luxury" flats in the West End which stood wholly or partly empty have been taken over to house those from less fortunate districts who have been rendered homeless. Here we see old people being taken to their new quarters with a few of their belongings.



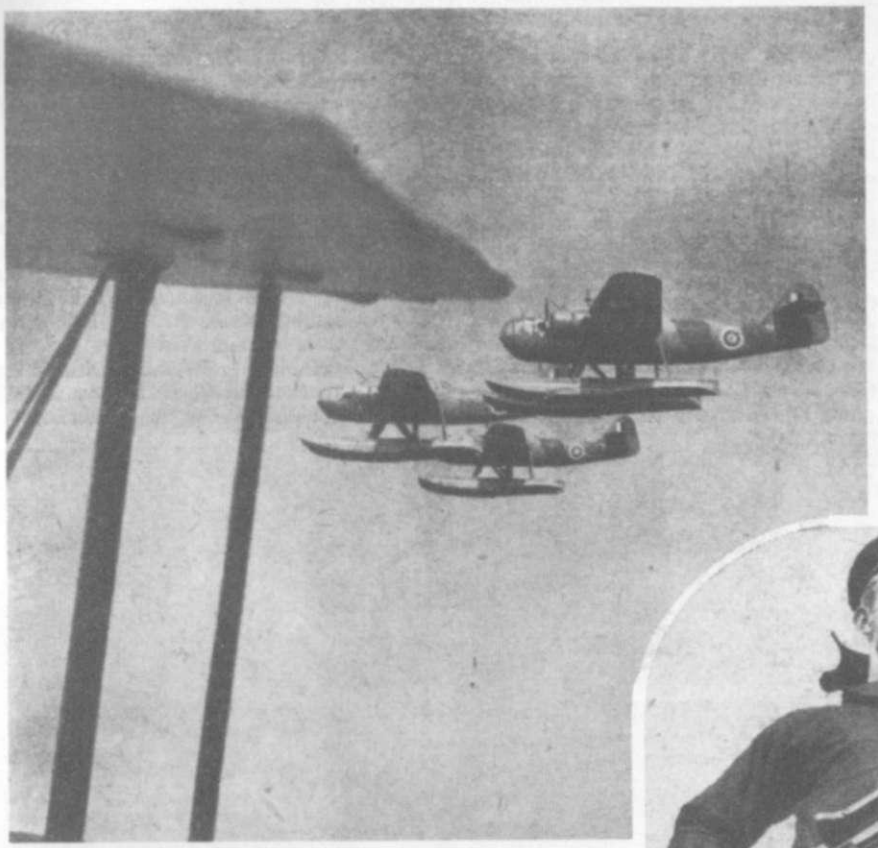
"Bombs or no bombs" the work must be done is evidently the conviction of this stouthearted Englishwoman. The day after the raid of September 21 was washing-day, and despite the destruction around the usual routine went on. *Photos, L.N.A.*

The story of the East End of London is a terrible, tremendous story; a story of anger, hate, love, defiance; a story of whole streets where you can see women's eyes red with tears, but women's hearts overflowing with kindness towards their neighbours . . . . .

A woman sits on a rickety chair in the middle of a shattered row of dolls' houses, her family about her. She waves her hand at the pile of ruin which was once her own home and her neighbours'. "We don't care about all this stuff," she says, "our only feeling is for the lives of our folk." "How do you like this sort of life?" says a passer-by. "Well," she replies, "it's nice and airy." She ties up in a paper bundle the last remnant of her possessions in this world. She hoists her child into her arms. She is off in search of shelter for the night. She is the mother who in "The Grapes of Wrath" stood up at the end after suffering afflictions beyond those of Job and boasted, "You can't lick the people." . . .

That is why the defection of France can never be repeated here. French courage rested on the Maginot Line; when it was overturned, the rulers failed the masses. British courage rests on no system of defence, not even on the sea; it is rooted in the hearts of the people. Our rulers dare not fail *us*. Out of the colossal defeat of Flanders we plucked the glorious victory of Dunkirk. Today, out of the raging hell of the Dunkirk of Dockland, rises the prideful shout of the ordinary Briton: "You can't lick the people!"

Allies of Britain in the War—Dutch Airmen



WHEN Holland was invaded by the Germans many units of the Royal Dutch Naval Air Service flew to this country and at once began cooperation with the British Coastal Command on patrol work. In the messes they share with the R.A.F. they are very popular and many of them speak excellent English, while in their work they are ideal allies and trusted friends. In addition to escorting convoys the Dutch airmen have attacked several U-boats in the Atlantic, and they have a fine record of air combats in which they have shown themselves superior to the Nazis. Many of the pilots are using the 'planes in which they flew to Britain. They are Fokker T 8 W float 'planes, fitted with Wright-Whirlwind engines. The Fokker aeroplanes designed by the famous Dutch engineer were used by Germans in the last war and had a great reputation.

The Royal Dutch Air Force, now in Britain, has taken a valuable part in convoy patrols. Above, Dutch 'planes are flying down the coast to meet a convoy. Right is one of the gunners who have already accounted for several Nazi aircraft.

The Commander of a Dutch squadron gives final instructions to his pilots before starting off. The uniforms are the same as those of the British Navy, with distinguishing badges.

Photos, British Official: Crown Copyright

Triumphs of Fighter & Gunner in a Week's Air War

The story of the air battles over London and air- and sea-ports for the period September 25 to 30 reveals a continuing success in the fight against murderous Nazi attacks on civil life. The land mine, utterly useless for military purposes, was repeatedly employed.

ONCE again, in the story of the air battle for London and our Southern airports, the salient features were (1) the outstanding success of our fighter pilots, and (2) the triumph of our A.A. barrage. When Nazi aircraft have managed to evade our defenders the civilian casualties have been grievous, both by day and by night ; but save for some not important interruption of our transport network the enemy achieved little of military value.

Four-engined bombers have been used in night raids and have been tried out by day, but during daylight operations these unwieldy monsters have needed such a big escort of fighters that there would seem to be little advantage in their use. Another try-out was to drop "mines" on land objectives ; here the aim seems to be the use of a very large body of explosive, enclosed in a case of aluminium alloy, designed to explode on light contact without penetration of the surface. It has been a long-standing scheme of the Nazis to develop aerial bombs for use against "personnel"—in other words, for the murder of civilians and the destruction of their dwellings. The "land mine" is useless for real military purposes. Its rate of fall is slowed down so that it makes a sort of gliding flight, and when it detonates it spreads destruction and death over an area far wider than that affected by even a heavy bomb of the ordinary sort.

The work of our fighter pilots has been consistently splendid ; to give a few examples, on September 25 the score was 26 for 4 ; September 26, 31 for 8 ; September 27, 133 for 34. The wonderful achievement of Friday, September 27, brought from the Premier a well-deserved message of congratulation.

In raids on London on Wednesday, September 25, the Nazis returned to the use of large bomber formations—for the first time since the colossal defeat of ten days previously, when they lost in all at least 232 aircraft. Twenty-six of their machines were shot down—twenty between Bristol and the English Channel—and nearly two-thirds were bombers. The Luftwaffe adopted a tight formation of bombers in an attempt to baffle our Hurricanes and Spitfires, about forty Junkers 88 each in two wedges, and groups of Dornier and Heinkel bombers in similar formations. Our pilots picked off one bomber after another, despite their escort.

A dead set was made on Bristol, which had its heaviest raid since the beginning of the war. There were two attacks, and in the second at least fifty Nazis were engaged, in two formations. Over Bournemouth, too, there were fierce dog fights. A limping Dornier bomber flew low over a South-eastern coastal town and turned its machine-guns on the streets, in a last desperate attempt to do its worst before it fell into the sea, its crew doubtless presuming on the gentlemanly treatment they would receive from our people, despite the dastardly outrage.

In Wednesday night's raids on London some of the enemy machines endeavoured to get through our defences from the North, with scant success. Others attacked from the South-east, but there again were foiled by the barrage. Heavier guns and shells of a new kind appeared to be in use, and also some strange artillery of smaller calibre.

Coastal towns from Hastings to Southampton were raided late in the afternoon on Thursday, September 26. Two bomber formations approached the Isle of Wight at 4 o'clock ; in thirty minutes they lost 31 aircraft. A German communiqué claimed that the Spitfire works at Southampton were bombed. In one of two London alarms a Nazi airman who had baled out came down over a S.W. suburb of the capital. In the usual nightly attack incendiaries and high explosive bombs fell in the East End and the West and in Northern suburbs.

The tale of Nazi losses was carried well over the thousand mark on Friday, when 133 were shot down. One of the series of daylight battles in the London area was watched by the King and Queen while on a tour of bombed areas. Three waves of Nazi raiders made for London and S.E. England, while a fourth attacked Bristol. Only thirty out of 180 which crossed the Kent coast just before nine in the morning reached London, all the rest being frustrated by our fighters and A.A. gunners. Those that did get through were mostly fighter-bombers with a limited power of offensive. All round the outer fringe of the Metropolitan area they were shot down. South-western suburbs suffered most in the bombing which took place, and workers in a factory shelter were killed and injured ; what looked like a deliberate attack was made also on a residential area in the same quarter. Deaths were caused by bombs that fell in a South London district that had previously suffered. At East Grinstead a Nazi four-engined bomber was shot down by our fighters.

Before the sirens sounded in the London area on Friday evening, September 27, there had been bursts of A.A. gunfire, and when raiders approached the Central area a very

The countryside of Kent and Sussex has been littered with crashed Nazi aeroplanes during the past months. London was later in making their acquaintance, and many people saw tangible proof of the success of the R.A.F. for the first time in the last week in September, when the remains of a Messerschmitt were taken through Parliament Square on a lorry.

On September 25 nearly 150 people were sheltering in the crypt of a parish church in South-east London, when it was severely damaged by a bomb dropped by the night raiders. All the occupants were got out unhurt by A.R.P. workers.

Photos, Fox and Keystone

No Thanks to the Nazis that They Escaped Death

Unexpected disasters and miraculous escapes have occurred during the night bombing of London. Left are a London woman and her daughter who escaped by lying under the kitchen table on which a mass of debris fell, only the mother sustaining a slight injury to her head. Right, a man, who was pinned in the house for nearly twenty hours by a beam which held him by the ankle, is being removed by A.R.P. workers. The only injury he sustained was to his ankle.
Photos, "Daily Mirror," Associated Press and Fox

The young soldier, right, is Gunner W. Stafford, R.A., whose twenty-one year old wife and his nineteen months' old son were trapped in an Anderson shelter, one of five which, as the photograph above shows, were buried when a bomb fell near them. By heroic efforts he saved both.

Londoners Lose Homes But Not Their Hearts

Here is the usual scene at one of the shelters under big blocks of London offices that are now being opened at night as well as in the day. The one in question is 8 ft. below the surface. With prams parked, mothers and children wait until the office workers leave.

Photo, Fox

intense barrage opened up. Caught in a searchlight beam, one enemy machine was almost at once blown to bits in the air. The stiff barrage caused most of the visitors to find targets in the suburbs so that London received many high explosive and fire bombs.

Combats between British and German fighter aircraft distinguished Saturday's daylight raids, September 28. Early in the day a few out of many attackers got to East London and dropped a small number of bombs, one falling on an L.C.C. block of flats. No raider penetrated to London in the second attack, made about midday, but bombs were dropped on a South coast town, the Dornier's crew machine-gunning shoppers. Portsmouth was the objective of the enemy's third raid, later in the afternoon. The enemy forces consisted very largely of fighter aircraft, and the combats were mainly between fighter and fighter; as a result losses on both sides were practically the same.

On Saturday night there were raids on London, South-east England, Merseyside, and the East Midlands. West and South London, and suburbs in those quarters, were bombed. Between midnight and Sunday morning three bombers were destroyed; one by fighters, one by A.A. gunners, and the third by fouling a balloon cable. Four more were shot down before Sunday was out.

During Sunday, September 29, lone raiders took advantage of cloudy skies to approach towns and villages in S.E. England. In the Midlands and at Edinburgh also there were raids. Three times the "Alert" sounded in the London area during daylight, and soon after the last warning there began the most terrific barrage yet put up. Many thousands of rounds were fired and the guns never ceased to roar at Nazi planes which, singly or in twos and threes, tried to reach the Metropolis. As a result many of the raiders dropped their bombs and "mines" on towns and villages in the South and South-west and the Home Counties. The South and West of outer London came off worst and moderate damage was widespread.

On Monday, September 30, the Luftwaffe wound up the month with six massed attacks in daylight. Over 500 raiders crossed the coast. Few, however, reached London, and all attacks were smashed by the R.A.F. between 9 a.m. and 5.30 p.m. Their losses amounted to 47 machines brought down by our fighters and two bombers shot down over the North Sea by Blenheims. It was calculated that the enemy lost nearly 150 personnel compared with only 10 British. A particularly fine achievement was the chase by an R.A.F. Polish squadron of 30 Dornier 215's from Beachy Head to France. The Poles shot down three of the Messerschmitt escorts and one of the Dorniers over France itself. This squadron had then exceeded a score of 100 enemy 'planes destroyed.

Major Walter Elliot of the Western Command stated on September 30 that the R.A.F. figures during the months of August and September meant that one German aeroplane had been brought down every 42 minutes; this was equivalent to their present output. It was also satisfactory to note that as the month went on the A.A. gunners registered increasing successes. Out of ten Nazi machines destroyed over South-east England on Sept. 29, six were due to gunners.

GERMAN & BRITISH AIRCRAFT LOSSES

German to April 30, 1940

Total announced and estimated—West Front, North Sea, Britain, Scandinavia 350

	German	British
May	1,990	258
June	276	177
July	245	115
Aug.	1,110	340
Sept. 1-30	1,114	311
Totals, May to Sept. 30 ...	4,735	1,201

Daily Results

Sept.	German Losses	British Losses	British Pilots Saved
1	25	15	9
2	55	20	12
3	25	15	8
4	54	17	12
5	39	20	9
6	46	19	19
7	103	22	9
8	11	3	1
9	52	13	6
10	2	—	—
11	89	24	7
12	3	—	—
13	2	—	—
14	18	9	6
15	232	25	14
	756	202	112

	German Losses	British Losses	British Pilots Saved
Bt. fwd. Sept.	756	202	112
16	7	—	—
17	12	3	2
18	48	12	9
19	5	—	—
20	4	7	3
21	2	—	—
22	1	—	—
23	13	4	3
24	8	4	3
25	26	4	3
26	34	8	3
27	133	34	16
28	6	7	—
29	10	4	2
30	49	22	12
Totals	1,114	311	167

None of the figures include aircraft bombed on the ground or so damaged as to be unlikely to reach home.

Additional German Losses. Sept. 11: 4 shot down over Continent. Sept. 15: 2 by Fleet Air Arm. Revealed on Sept. 26 that 47 more shot down on Sept. 15. Figures for Sept. 30 incomplete; 2 shot down by Blenheims over North Sea.

Civilian Casualties. Intensive air attacks on Britain began on Aug. 8. Casualties during August 1,075 killed, 1,261 seriously injured.

Mr. Churchill stated that during the first half of September civilian casualties amounted to about 2,000 killed and 8,000 wounded, about four-fifths being in London. In the fighting services casualties were only 250.

Mass Raid Casualties in London. Sept. 7: 305 killed; 1,337 injured. Sept. 8: 286 killed; about 1,400 injured. Sept. 9: about 400 killed, 1,400 injured.

German Aircraft Destroyed in Britain. From September 3, 1939 to September 30, 1940 the German machines destroyed around and over Britain totalled **2,525.** In that time 667 British aircraft were lost, 324 pilots being saved.

The unconquerable spirit of the Londoner is something beyond the comprehension of all Nazis, for it is based on a great sense of humour. That spirit is very apparent in this photograph. These people have saved from their wrecked homes an harmonium, and a laughing crowd gives voice to "There'll always be an England."

Photo, "Daily Mirror"

Berlin Workers in Gas Masks—A Propaganda Lie

Lying Nazi propaganda often cuts both ways and here is an example. The photograph purports to show German workmen in a shelter during a British air raid and their masks suggest that the British have used gas—a palpable lie. An interesting feature is the shelter in which the Germans squat; if this is typical, then the German shelters compare very unfavourably with the soundly constructed British shelters. As will be seen, it consists only of a wooden framework against which sandbags are piled.

The Incessant Bombing of Germany in September

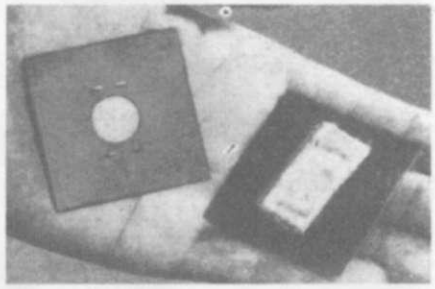
The Royal Air Force visited Germany, and German-occupied territory on more than 440 occasions in September, striking fierce blows at every variety of military objective, as shown in the analytical table in page 377. The story is continued from page 262.

THIS month's tabulated analysis of the Royal Air Force's raids on German military objectives (printed in page 377) tells a marvellous story of incessant blows struck at vital aircraft works and armament factories, at power stations and at all the enemy's complex transport and communications system. It also discloses the gigantic and paralysing operations against concentrations of vessels massed for the invasion of Britain. In some quarters a demand has been made for what are termed "reprisals" against Germany for her bombing of non-military objectives. The best answer to Nazi terror tactics is an unremitting assault on the enemy's war machine—such as is being delivered, in fact, by our bombers.

Every Briton who steadfastly holds to his task despite the daily and nightly Nazi air raids is contributing to the success of the air war on Germany. If we all bear the burden without complaint there will be no call for the diversion of our striking force, and our bombers—mainly by night at present, but soon also by day—will be able to continue and increase their attacks on the objectives in Germany that really matter. The nature of these objectives is shown by the Table opposite. During the period September 1—30 more than seventy attacks were made by the R.A.F. on aerodromes, airfields and seaplane bases; more than one-hundred and fifty on harbours, ports and naval depots (including, of course, the "invasion" bases); more than a hundred on railway junctions, goods depots, distributing centres and marshalling yards (by September 12 Hamm had been bombed for the sixtieth time); and over twenty on oil refineries, oil storage depots and convoys of oil tankers. To bomb the oil tanks at Regensburg (Czechoslovak frontier) our pilots had to make a 675-mile trip each way!

On September 3 Berlin was raided for the fifth time in nine days; two power stations, a gas works and an armament factory were bombed; main line railway tracks and others near the capital also were attacked; wooded areas in which arms factories were likely to be concealed were set on fire. On the 6th "a power station, oil targets and railway yards were hit." The B.M.W. aero engine works at Spandau were set on fire; the Salzhof oil reservoir on the banks of the Tegel lake was "apparently badly damaged." Four days later the Potsdam railway station in the heart of Berlin was repeatedly hit with heavy bombs and several hundred incendiaries. On September 11 it was the turn of the Anhalter station; at the same time a large railway yard south of the Potsdam station was bombed. An A.A. battery in the Tiergarten was attacked, while both incendiaries and H.E. bombs were let fall on the Tempelhof airport.

Men from the Dominions figured in the raid on Berlin carried out on the night of September 15. A New Zealand wing commander lost his temper when one of his engines froze up at about twenty minutes' flying distance from the German capital; he had to let his bombs drop on an alternative objective and make for home, at first on a single engine. Other pilots had similar trials, but bombs were nevertheless dropped on the Tempelhof airport again, and on a power station damaged in a previous raid. A raid "on a much larger scale than any yet carried out" was made on September 23. The West power station and others at Wilmersdorf, Charlottenburg, Klingenberg and Moabit each "came in for a steady hammering; many fires were seen to break out—one aircraft alone started five large fires, which were visible from eighty miles away. Another aircraft reported a power station alight at four different points." Among other hits were the B.M.W. aero engine works, the Siemens cable works, and a railway junction. The attack was kept up for several hours, the raiding force being much the strongest so far sent to the German capital.



This incendiary leaf was an R.A.F. "secret weapon" dropped in thousands and designed to take fire on exposure to oxygen (in the air) or sunlight. It consists of a fire pill packed with cottonwool treated to become self-igniting. The Nazis complained loudly and used it as an excuse for distributing gas-masks.
Photo, Associated Press

Sent to America as anti-British propaganda, this photograph of a bombed tenement building in a German town carefully omitted any view of a nearby military objective attacked by the R.A.F. Americans knew how to balance it against the many hundreds of photographs, freely released, of ruthless destruction in London. *Photo, Associated Press.*

For the second night in succession Berlin was raided on September 24. The first of the attackers appeared over the city shortly after 10.30 p.m., and, evading the intense barrage of the ground defences, they swiftly located and bombed the great Siemens and Halske factories, which produce a large proportion of the electrical equipment used by the German armed forces. Soon after midnight it was the turn of Berlin's electrical power transformer and switching station at Friedrichsfelde—the plant which supplies much of the German capital's industrial current. About the same time the blast

442 Raids on Enemy Military Objectives

furnace in the south-eastern suburbs was struck and two sticks of bombs were dropped across a canal bridge not far from the Tempelhof aerodrome. Berlin was raided yet again on the night of September 25-26, when four separate attacks within an hour were made on power stations, railway junctions and other military objectives.

Among the many other places in Germany which on that same night felt the heavy hand of the R.A.F. were the dockyards at Kiel, and the return visit on the following night was even more successful.

Towards the end of the month weather conditions generally over north Germany tended to become unfavourable, but again and again numbers of our aircraft reached their objectives. In Berlin electric power stations were bombed, together with important rail centres and aerodromes in north Germany, the naval base at Wilhelmshaven and the munition works at Hanau near Frankfurt. On the night of Saturday, September 28, Berlin had its first experience of two raid alarms in one night, and the next night the warning period lasted for over five hours—the longest to date. That same night saw the R.A.F. offensive continued against the enemy's oil refineries, aircraft and munition factories, railways and aerodromes.

One new feature of the R.A.F.'s raids on Germany during September must be mentioned—what may well be described as one of Britain's secret weapons—a self-igniting leaf or card (see pp. 302, 376). Hundreds of thousands of these "leaves" were dropped in the course of several of the raids, and the effect of the new weapon is evidenced by the howls of rage with which its use was greeted by the Germans.

One Month's R.A.F. Raids on Germany and Enemy-Occupied Territory

(Compiled from Official Air Ministry Communiqués)

Numbers following place-names denote the days in September on which raids were made

Aerodromes

Abbeville, 3, 6
Barge, 10
Bergen op Zoom, 19
Berlin, 11, 15, 25
Boblingem, 2
Borkum, 11, 18
Brussels, 7, 12
Calais, 4, 6
Celle, 2, 9
Colmar, 7
Cuxhaven, 9
Deipiolz, 9
De Kooy, 3, 12, 14, 18, 20
Delmenhorst, 23
Deurne, 14
Dunkirk, 6, 8
Eindhoven, 7
Foret de Guines, 4, 6
Gifhorn, 23
Gilze-Rijen, 7
Haamstede, 16, 20, 30
Hage, 24
Hanover, 24
Hoya, 9
Husum, 11
Karlsruhe, 5
Krefeld, 7
Lastrup, 3
Le Touquet, 3, 6
Metalin, 11
Midlum, 17
Munster, 19, 26
Norderney, 5, 11, 12
Querqueville, 7
Schipol, 1, 9, 20
Soesterburg, 7, 23
Stade, 11
St. Omer, 3, 6
Texel, 5, 20, 23
Trier, 20
Vechta, 3
Wangerooge, 11
Wesel, 7
Wesermunde, 10, 17
Wurzburg, 5
Ymuiden, 17
Ypenburg, 1

Aircraft Factories, etc.

Barnstorf, 9
Berlin, 3, 6
Bremen, 10, 11
Essen, 7, 9
Leipzig, 1
Munich, 1
Rothenburg, 30
Wismar, 23

Chemical Works, Munition Works, Metal Works, etc.

Berlin, 3, 23, 25
Bitterfeld, 1, 29
Cologne, 2
Dusseldorf, 27
Frankfurt, 11
Hanau, 28
Lauta, N.E. of Dresden, 22
Leipzig, 2
Leverkusen, 2
Maastricht, 20
Magdeburg, 30
Mannheim, 1
Merzig, 3
Rendsbug, 25
Schlebusch, 2
Stuttgart, 1, 2, 29
Zweibrucken, 7

Power Stations

Berlin, 3, 9, 23, 24, 25, 28
Frankfurt, 24 [30
Kassel, 1

Railway Junctions, Marshalling Yards, Depots

Aachen, 14
Ahaus Jnct., 14
Barnstorf, 9
Berlin, 11, 23, 25
Bremen, 30
Brussels,* 9, 10, 14, 17, 18, 20, 24
Celle, 9
Coblenz, 11, 19, 29
Cologne, 11, 28, 29
Dresden, 22
Duisberg, 10
Ehrang,* 6, 7, 11, 12, 14, 17, 18, 19, 20, 25, 29, 30
Emmerich, 12
Essen, 12
Hamburg, 15, 28
Hamm,* 3, 5, 6, 7, 11, 12, 14, 15, 17, 18, 20, 24, 25, 27
Hanau, 28, 29
Hanover, 23, 25, 28
Husten, S.E. of Dortmund 14
Jette, 14
Julich, N.E. of Aachen, 14
Krefeld,* 6, 9, 14, 15, 17, 18, 20
Lunen, 25
Magdeburg, 24
Mannheim,* 1, 6, 7, 11, 14, 18, 19, 20, 25, 27, 28
Munich, 1 [29, 30
Munster, 23, 28
Neckarau, sth of Mannheim, 19
Osnabruck,* 12, 14, 15, 17, 18, 20, 25, 29, 30
Rheine, 14, 15
Schwerte, 3, 12
Soest,* 1, 5, 6, 15, 17, 20, 29
Stockum, nr. Cologne, 17
Sundern, 14
Torgau, 22
West-Hofen Jnct., 14
**Main distributing centres.*

Oil Refineries & Depots, Hydrogenation Works

Brest, 25
Flushing, 2, 9
Frankfort, 2, 28
Gelsenkirken, 7
Hamburg, 5, 9
Hanover, 1, 9, 29, 30
Kiel, 5, 9
Leuna, 30
Ludwigshafen, 1, 2
Magdeburg, 3, 29
Monheim, 11
Nordenham, 1
Politz, nr. Stettin, 5
Regensburg, 5
Salzhof, 6
Zeebrugge, 13

Naval Bases, Docks, Harbours, etc.

Antwerp,* 13, 14, 15, 17, 18, 20, 21, 22, 25, 28
Boulogne,* 5, 6, 7, 8, 9, 11, 13, 14, 15, 17, 18, 20, 21, 22, 23, 24, 25, 26 28, 29, 30
Bremen, 9, 10, 11, 23, 26, 28
Bremerhafen, 11, 23
Brest, 22
Calais,* 5, 7, 8, 9, 10, 11, 13, 14, 15, 16, 17, 18, 20, 21, 22, 23, 24, 25, 26, 28, [30
Cuxhaven, 23, 30
Cherbourg, 17, 18, 24
Delfzijl,* 5, 12, 24
Dieppe,* 10, 18
Dunkirk,* 7, 11, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 25, 28, 30
Emden, 1, 5, 7, 8, 12
Fécamp*, 28
Flushing,* 11, 12, 14, 15, 17, 18, 19, 20, 21, 22, 25
Harfleur, 22
Hamburg,* 8, 11, 15, 17, 23, 24
Ijmuiden, 14, 15, 17
Ijsselmond, 13
Le Havre,* 12, 15, 18, 22, 24, 26, 28, 30
Lorient, 1, 2, 27, 28 29
Ostend,* 2, 3, 7, 8, 9, 11, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 24, 26, 29,
Rotterdam,* 21, 30 [30
St. Omer, 21
Terneuzen,* 3, 17, 21
Veere, 16, 19
Wilhelmshaven,* 9, 10, 11, 15, 28
Wismar, 9, 23
Zeebrugge,* 16, 17, 18, 20, 22
**Invasion bases*

Canals

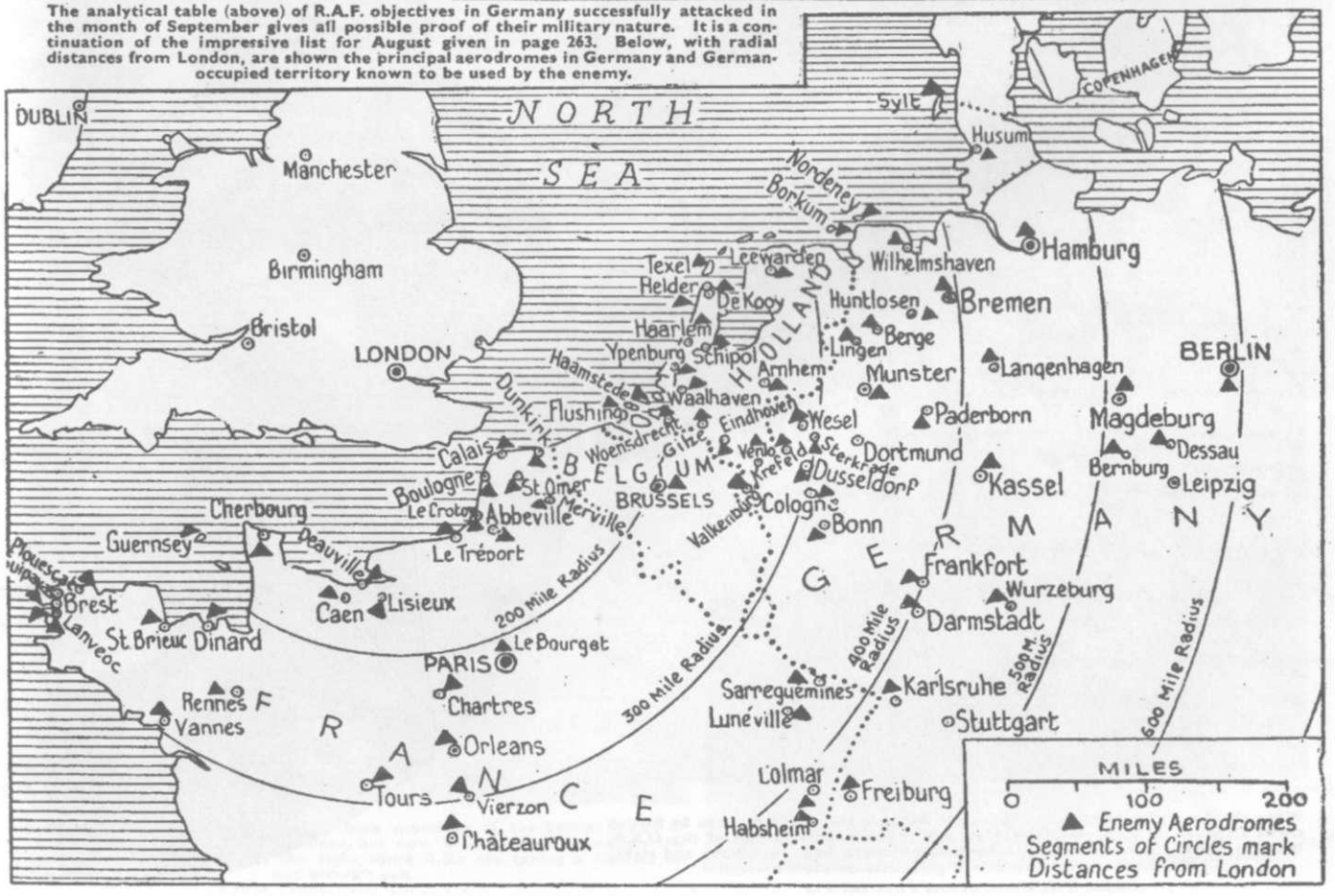
Beleland, 3
Bruges, 7, 14
Calais-St. Omer, 21
Dortmund-Ems, 2, 19, 20, 26
Halteren, 25
Kiel, 23, 25, 26, 27
Zutphen, 14

Gun Emplacements

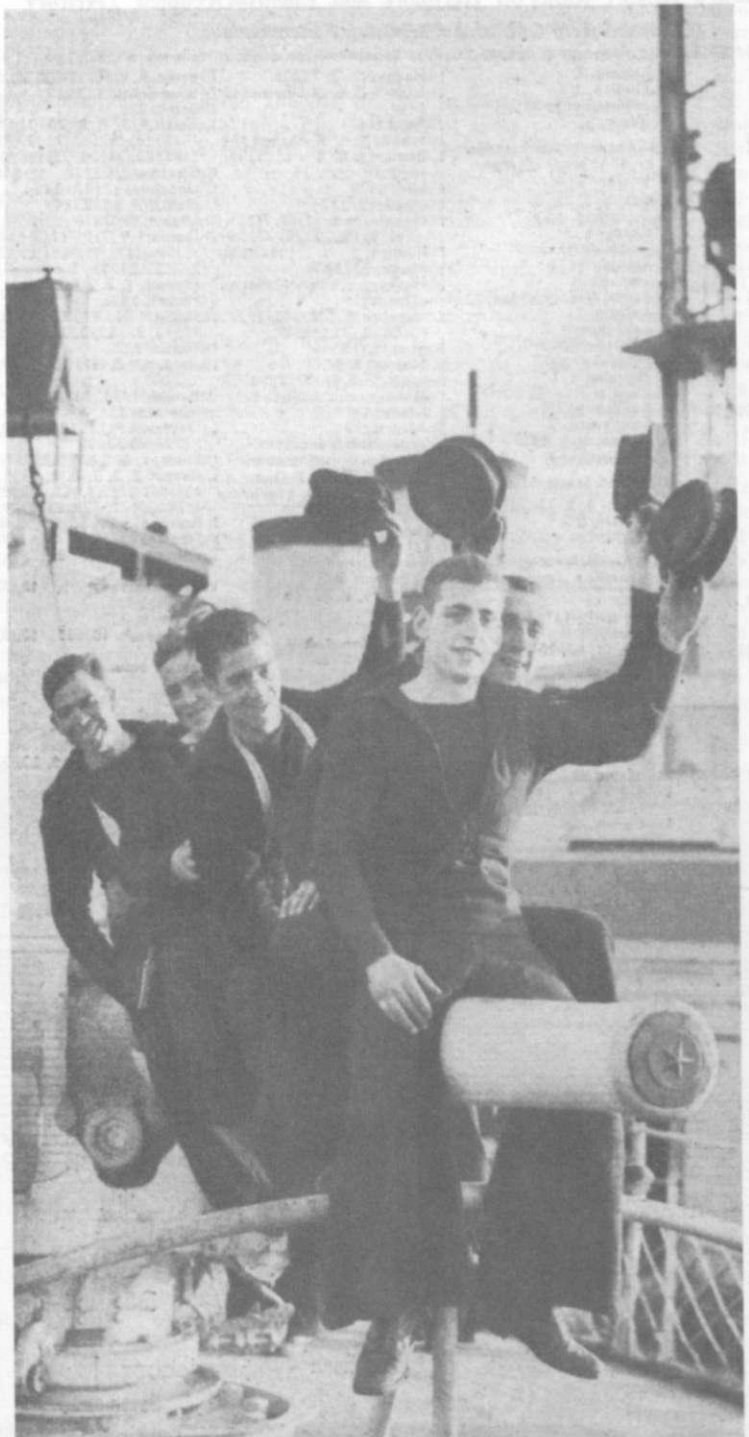
Cap Gris Nez, 2, 5, 9, 10, 14, 15, 17, 18, 24, 26, 28, 29

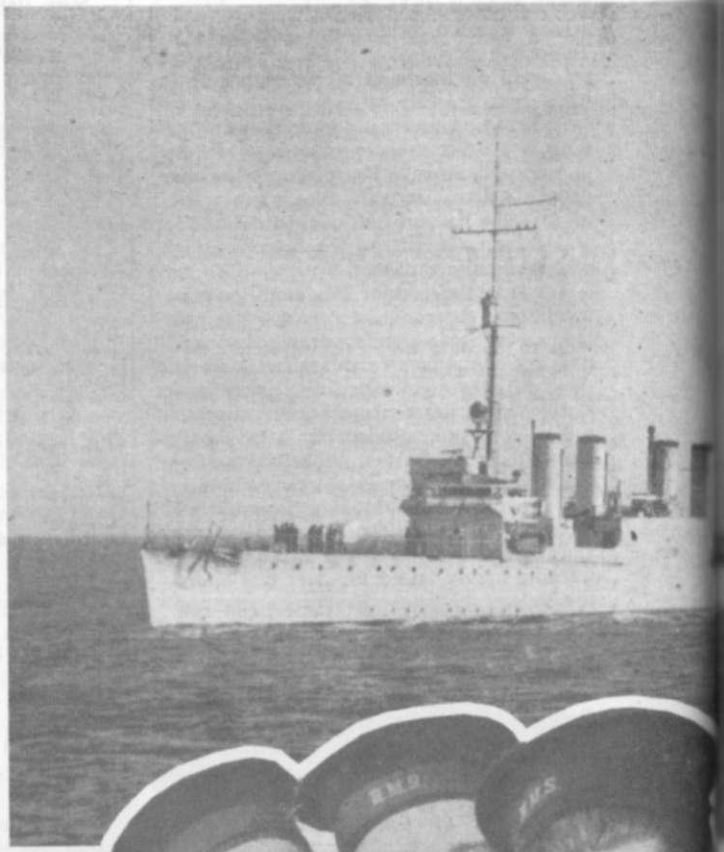
Total No. of Raids Sep. 1-30 ... 442

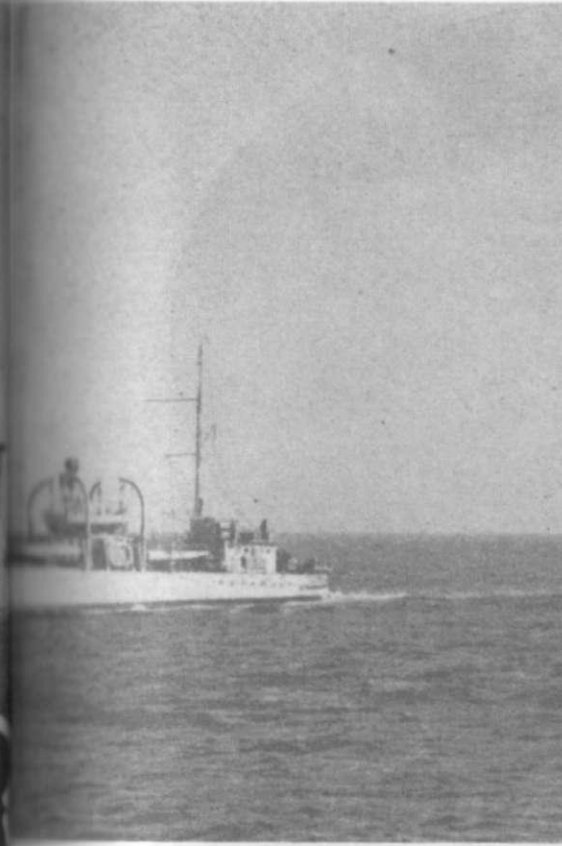
The analytical table (above) of R.A.F. objectives in Germany successfully attacked in the month of September gives all possible proof of their military nature. It is a continuation of the impressive list for August given in page 263. Below, with radial distances from London, are shown the principal aerodromes in Germany and German-occupied territory known to be used by the enemy.



Once Under the Stars and Stripes They Will Help to Win the

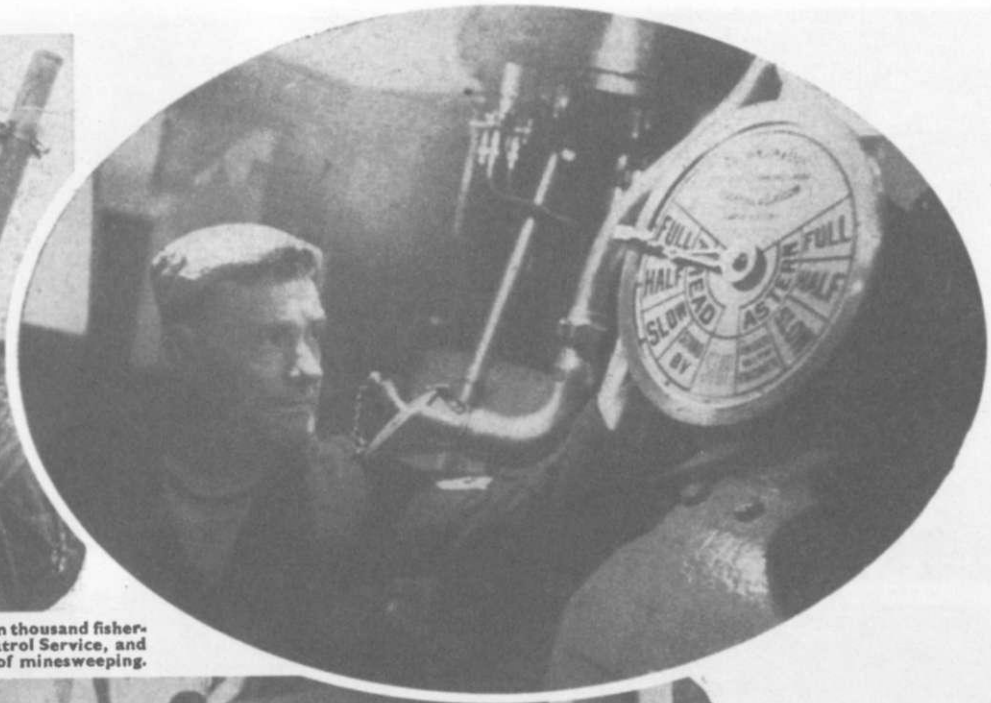






Here we see the first of the 50 destroyers which Britain entering British waters on September 28. "These are fi trumps when put to the test. Some of them w

They Make Strange Hauls Today



This skipper of a trawler is one of over ten thousand fishermen who have joined the Royal Naval Patrol Service, and are now engaged in the dangerous work of minesweeping.

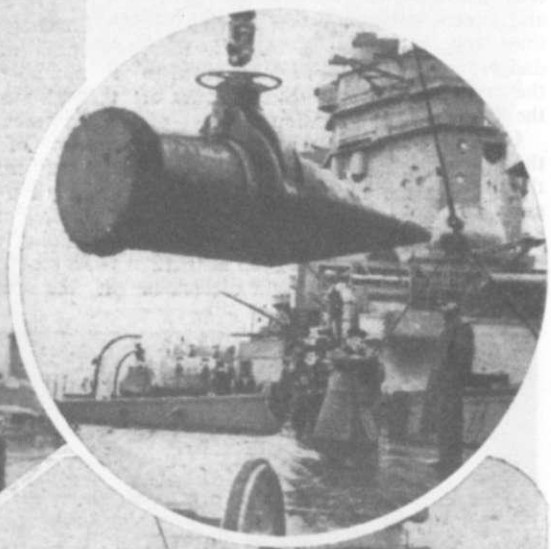
The man in the engineroom of a trawler, above, watches the signals from the engine-room telegraph on the bridge. On the promptitude of his response to the skipper's orders the safety of ship and crew may depend. The crew have their moments of relaxation from their exacting duties, and enjoy a game of cards (left).

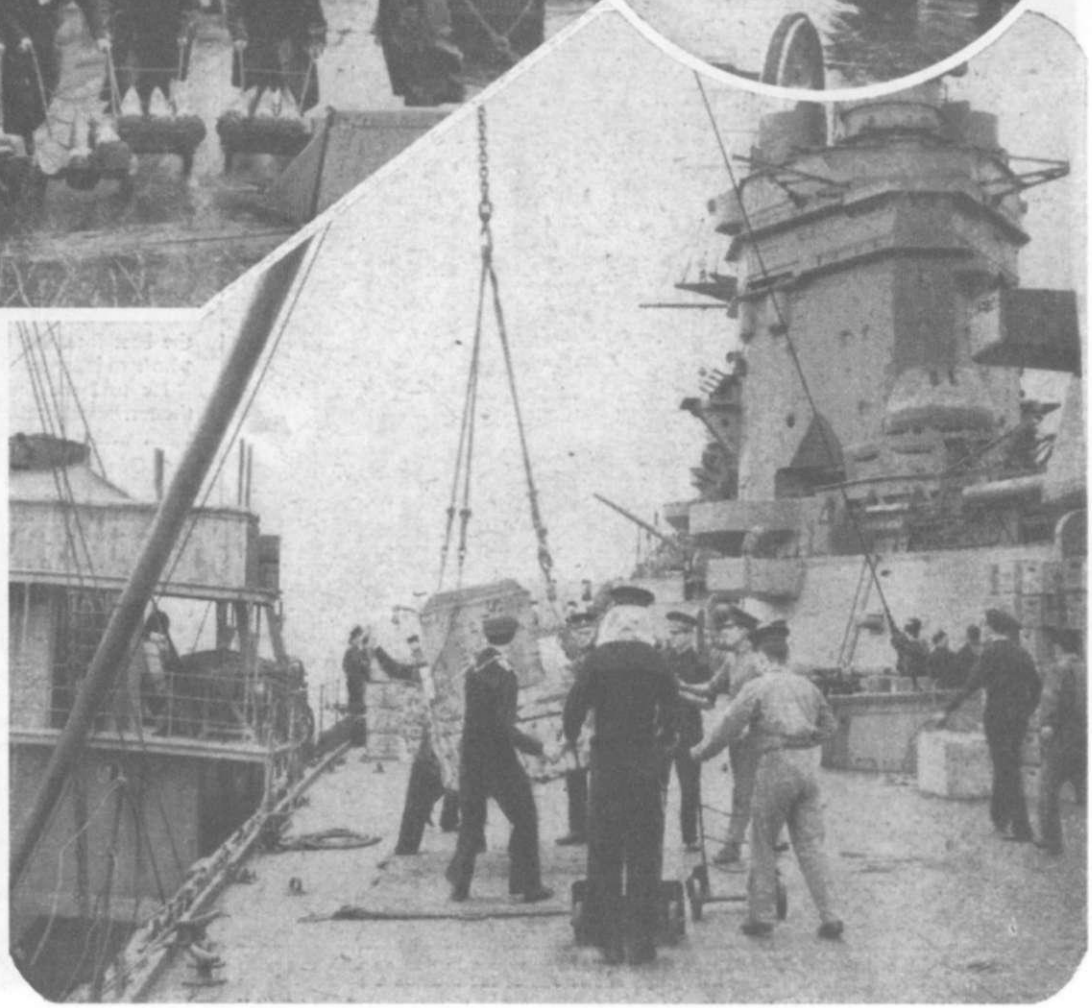
The "skipper," now a Lieut.-Commander in the Royal Naval Reserve, is busy in his cabin with his charts (circle), for he is his own navigating officer.

The fishermen turned mine-sweepers have proved very handy men in changing to handling machine-guns. Right some of them are keen learners at a Lewis-gun course on the East Coast. *Photos, Fox*

'Food' for the Navy's Men and Guns

NO praise can be too high for the fighting efficiency of the men of the Royal Navy, but it is not always remembered that without the work of the commissariat branches of the Admiralty the ships could not sail nor the guns be fired. Vast, indeed, are the responsibilities of the departments presided over by the Directors of Naval Ordnance, Naval Equipment, Naval Stores, Victualling and Contracts.





While the guns of one of Britain's monster battleships point menacingly to the sky, a fresh batch of 6-in. shells is unloaded from the ammunition ship and run across the deck to where the lift will lower them to the magazines. Circle, a 16-in. shell is being lowered on to the battleship's deck ; it weighs a ton and will carry over ten miles.

Men as well as guns must be fed, and, right, beneath the shadow of the great bridge superstructure, Jack Tars are bringing aboard some of the food that will keep the ship's company of 1,500 men going for three months.

Photos, British Official : Crown Copyright

Here's To the Men Who Clear Up the Mess!

Amongst the brave men who are in the very front line of Civilian Britain in its fight against the Nazi air raiders are the members of the Demolition Squads and the Rescue Parties. Below we learn of what a district surveyor told a reporter on the "Evening Standard" of the responsibilities of these men and of the really splendid way in which they are shouldered.

WHEN bombs are dropped, unless they fall in the middle of a vacant field or in the sea, there is always an aftermath of desolation and destruction to be cleared away. If men and women have been buried underneath the fallen buildings, then they must be dug out and attended to without delay; if masses of debris block the streets they must be cleared away; if the vital services are hit, which term includes not only railways and tramways, but gas mains and electric cables, water-pipes and sewers, they, too, must be put right. All these dangerous and difficult jobs are entrusted to the demolition squads and rescue parties of the Civil Defence organization.

Generally speaking, these are raised from the outside staff of the various councils and they are under the control of the district surveyor. To take a typical instance, there are seven squads operating from the headquarters of this south-west London district.

"They come on duty at eight o'clock in the morning, and are supposed to be relieved at eight o'clock at night—but recently there have been so many demolished buildings to cope with that they have not always been able to relieve each other promptly," the district surveyor in charge told me.

He said that the men were paid a little over £3 a week, and that when they worked overtime they did so without any extra wage.

"And, on their part, without any thought of it," he added.

Crawling about wherever a bomb has torn its path of terror and destruction, these indomitable mercy men burrow and dig through mountains of debris to free children and women and men.

Most of the rescue brigade have been recruited from the building trade.

They are the type of navvy whom before the war you saw springing about the beams and joists of half-erected buildings, eating their lunchtime bread and cheese perched in the most precarious positions, and endlessly wisecracking with their mates.

They don't wisecrack any more. The things they have seen since the bombardment of London have stopped that.

Nor, when they're out on a job, do they stop to eat—except if a Women's Voluntary Service mobile canteen should come near enough for them to grab a sandwich.

There are ten men in every squad: foreman, carpenter, plumber, bricklayer, and six labourers, four of whom have been trained to give first-aid.

"Sometimes," said the district surveyor, "it is rather a long time before the debris can be cleared enough to let the ambulance men and stretcher parties through to where people have been trapped.

"That is why our boys must know how to be able to alleviate suffering right away."

When I called at headquarters there was no one in the downstairs room where the men sit waiting till they are called on duty; there was only a pile of their impedimenta—picks and shovels and drills and the hooded torches which, when the bombers are overhead, are the only light they have to work by.

All of the squads were out; some still working on the ruins caused in the night, others at home on their 24 hours off duty.

Up against the walls of the little office were propped such relics as the fin end of a 500 lb. bomb, dug out of the ruins of a house; a jagged piece of metal, eight inches long, which had "come hurtling from a wrecked upper floor and missed one of our foremen by an inch."

"They are great men, these navvies," said the district surveyor quietly. "They work through raids, with bombs crumping round them and the continual danger of houses collapsing on top of them, without turning a hair.

"And they're not all young men either—the best foreman we've got is a man of 70, who's quicker on the job than any of them."

He told me that the men were standing the terrific mental and physical strain of their work with grand staunchness.

"Of course, it's no good pretending that some of them don't suffer from shock—they'd have to be robots not to, seeing the things they do. And when that happens we try to get them an extra hour or two's rest, but that's not always easy to arrange these days and nights of blitzkrieg."

I went with him to a row of houses two blocks away, where a squad was working on the havoc caused by two bombs which had fallen, one on each side of the road.

The men were shoring up gaping walls, knocking ragged ends of glass from windows, digging a path through the mountainous pile of bricks and rubble strewn over the road.

Two men, their faces white with dust, looked out of a hole in a wall and shouted a cheerful greeting.

"They're light-hearted about this particular job—by a miracle there were no casualties, for the people living in the houses most badly hit had got out of London only a day or two ago," said the district surveyor.

The demolition squads of London's A.R.P. have quickly become expert in dealing with the ruins of houses that have been bombed. The photograph shows one of the men on a perilous perch dealing with a cistern that hangs in mid air. *Photo: L.N.A.*

Every Hour Demolition Squads Risk Their Lives

A perilous job—disconnecting pipes from a heavy cistern in the roof of a bombed house. Circle, a car wrecked by a bomb in an area close to Oxford Street.

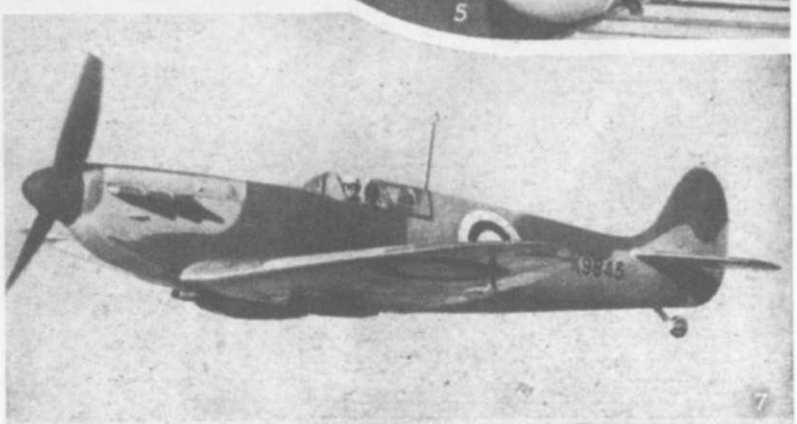
An A.R.P. squad is pulling down the dangerous wreckage of a block of flats. The photographs in this page were taken after the raid of Sept 22-23.

Photos, L.N.A., Wide World and Planet News

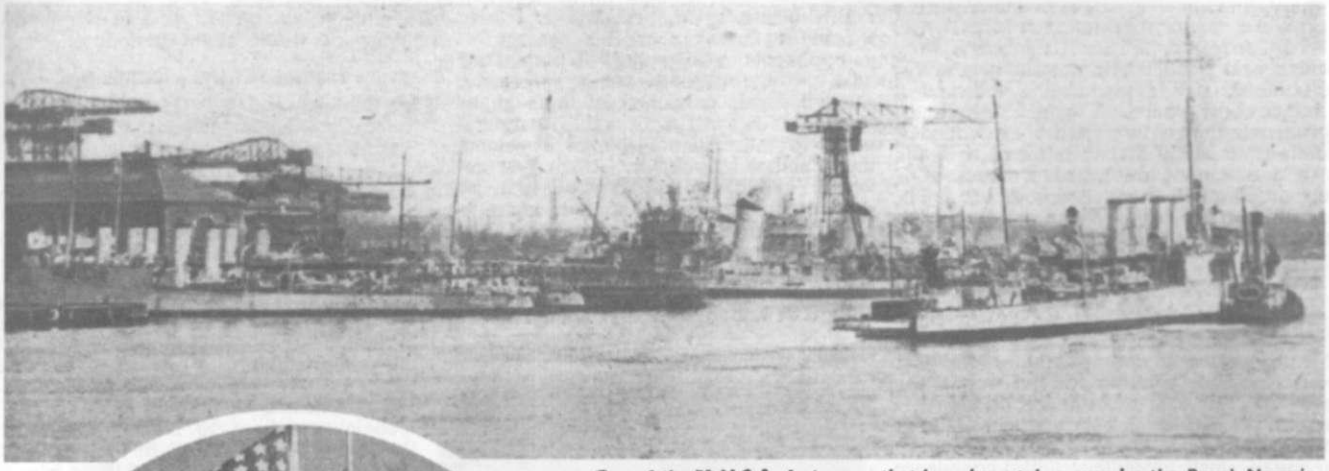
Out of the Frying-pan Into Spitfire

WHEN Lord Beaverbrook made an appeal for aluminium to build more Spitfires and Hurricanes, the housewives of Britain made a magnificent response and readily gave up favourite cooking utensils to go into the melting-pot. The photographs in this page show what became of them. (1) Another contribution from the housewife's kitchen is added to the pile. (2) When the contributions are received at the dump, those parts that are not pure aluminium are hammered off. (3) In the next process the pots and pans, after being cleansed, are put into the smelting furnace. (4) After being smelted, the aluminium is thrown from the furnace into ladles. (5) An asbestos-gloved workman pours the molten metal into standard-size moulds. (6) Before the ingots cooling in the moulds are quite cold, they are stamped with the words "pure aluminium." (7) Finally, the frying-pans and saucepans will form part of a Spitfire, such as this, or a Hurricane. The housewives who gave their pots and pans in response to the appeal have the satisfaction of knowing that they have made a very direct contribution to aircraft production and to the defence of their own homes.

Photos, Fox, Keystone, Central Press

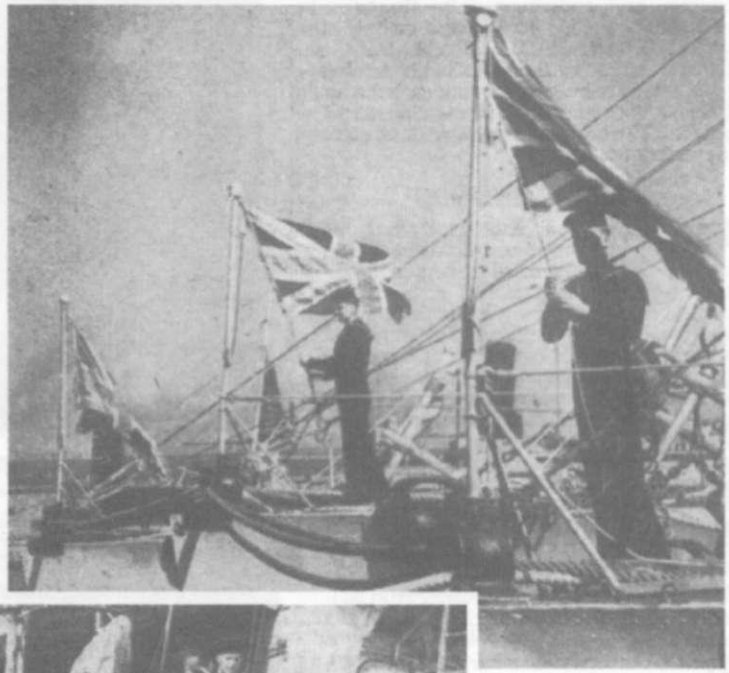


New Flags for Old: Britain Takes Delivery



One of the 50 U.S.A. destroyers that have been taken over by the Royal Navy is here being brought out of dry dock at the Charlestown Navy Yard. She is "Aaron Ward," No. 132, but will receive in the British service a place-name common to Great Britain and the U.S.A.

When the destroyers were taken over by the Royal Navy at North American ports the American crews showed the British crews "the ropes" before they left. As the photograph proves, the two Navies were on the best of terms.



It was a memorable and historic moment when the Union Jack and the White Ensign were hoisted on the first batch of destroyers to be taken over. Here, the British flag is being broken simultaneously at the bows of the transferred destroyers.

The officers and crews that brought the American destroyers across the Atlantic were shipped from Britain to Canada as soon as the agreement was ratified. Ratings are here seen taking their kits on board their new ships. The accommodation for the crew differs considerably from that of British destroyers, but the standard of comfort is equally high.

Photos, International News Agency, Sport & General, and Keystone

OUR SEARCHLIGHT ON THE WAR

First Award to Home Guard

THE first member of the Home Guard to win a military decoration is Mr. Glyn Jones (see p. 391). His job was to defend a vital point. The post in question was bombed, one man being killed and another badly wounded. Young Mr. Jones, fortunately unhurt, first carried his wounded comrade to safety and then returned to his post and continued on guard, heedless of further bombs and much debris which fell around him. For his devotion to duty he has been awarded the Military Medal.

Londoners' Steadfast Confidence

AIR Marshal A. W. Bishop, V.C., Director of Recruiting for the Royal Canadian Air Force and a famous pilot of the last war, is full of admiration for the way the people of London are withstanding the Nazi air raids. "The British are a wonderful people," he said. "Everything is going on as usual. Such absolute steadfast confidence as Londoners display is incredible until seen." Such a tribute from "Billy" Bishop is worth having, for no man can possess greater courage and endurance. By the time he reached the age of 24 he had not only won the V.C., but the D.S.O., the M.C., the D.F.C. and a bar to the D.S.O. According to him the Empire air training scheme in Canada is "months and months ahead of schedule. The boys are magnificent, as good a type as any I have seen."

Wheeled Cavalry

ROUGH-RIDING of a new kind is being adopted as part of our defence against invaders. Members of this new and extremely mobile unit consist of crack motor cyclists, heroes of many a dirt track and hill-climbing trial. They will be stationed at strategic points, ready to tear off at top speed to deal with parachute or 'plane landings. If necessary they will cut straight across country. Tests which were recently made in the Western Command were of the most gruelling nature, but so experienced are these young riders in roaring up mountain-sides, leaping ditches and ponds, and emerging safely from spectacular skids, that this unit of cavalry on wheels will prove a formidable obstacle to enemy troops ill-advised enough to attempt a landing from the air.

Oldest Submarine's Latest Exploit

BRITAIN'S veteran submarine, H.M.S. H 49, was completed twenty-one years ago, and is thus nine years older than the official limit of supposed usefulness. Survivors of the H class are now used mainly for instructional purposes, but that H 49 is still taking part in active warfare is disclosed in an Admiralty communiqué of September 26. "British submarines continue to search out and take their toll of enemy shipping. Full information of their successes cannot be given without endangering their security, but it can now be stated that H.M. submarine H 49 (Lieut. M. A. Langley, R.N.) lately attacked a convoy of eight supply ships with torpedoes, two of which found their mark." In the same communiqué the Admiralty announced that the submarine "Tuna" reported the destruction of a large supply vessel screened by two enemy destroyers.

Captured Pilots Fear the Worst

HUNDREDS of Nazi pilots have been taken prisoner within the last few weeks, and the officers who examine them have all been struck by the invariable attitude of fear and suspicion with which any friendly advance is received. The average age is round about 20, and it is evident that these young pilots have been brought up to believe that the British are utterly ruthless and only too ready to wreak a cruel vengeance on any opponents who may fall into their hands. So the captives are apprehensive, silent and deeply suspicious of the slightest kindness shown. The skilled treatment given to those who are injured bewilders them, and they look for a "catch" somewhere. Food and drink may at first be refused on the grounds that these are probably poisoned, or constitute a bribe. Even after they are sufficiently reassured to accept the consideration offered them, they remain for the most part sullen and bad-mannered. Only a few, and these the youngest, break down under the strain of relief at their humane treatment. But all pay sincere, if grudging, tribute to the skill of the British fighter pilots who brought them down.

Britain's Youngest V.C.

SERGT. JOHN HANNAH of the R.A.F., who is only eighteen years of age, has been awarded the V.C. in recognition of most conspicuous bravery. Here is the official account of the deed which has won for him the highest military honour; his own version is given in page 387.

On the night of September 15 Sergeant Hannah was the wireless operator air gunner in an aircraft engaged in a successful attack on enemy barge concentrations at Antwerp. The machine was subjected to intense anti-aircraft fire and received a direct hit from a projectile of an explosive and incendiary nature, which apparently burst inside the bomb compartment. A fire started and quickly enveloped the wireless operator's and rear gunner's cockpits. As both the port and starboard petrol tanks had been pierced, there was grave risk of the fire spreading.

Sergeant Hannah, on forcing his way through the fire to obtain two extinguishers, found that the rear gunner had had to leave the aircraft. He could have acted likewise, leaving through the bottom escape hatch or forward through the navigator's hatch, but he remained and fought the fire for 10 minutes, beating the flames with his log-book when the extinguishers were empty.

Meanwhile thousands of rounds of ammunition exploded in all directions. Hannah was almost blinded by the intense heat and fumes, but had the presence of mind to obtain relief by turning on his oxygen supply. Air admitted through the large holes caused by the projectile made the bomb compartment an inferno, and all the aluminium sheet metal on the floor of the cockpit was melted away, leaving only the cross bearers. Although receiving burns to his face and eyes, Sergeant Hannah succeeded in extinguishing the fire. He then crawled forward, ascertained that the navigator had left the aircraft, and passed the latter's log and maps to the pilot.

Sergeant Hannah, who is 18 years of age, displayed courage, coolness, and devotion to duty of the highest order, and by his action in remaining and successfully extinguishing the fire under conditions of the greatest danger and difficulty enabled the pilot to bring the aircraft safely to its base.

Homes for the Homeless

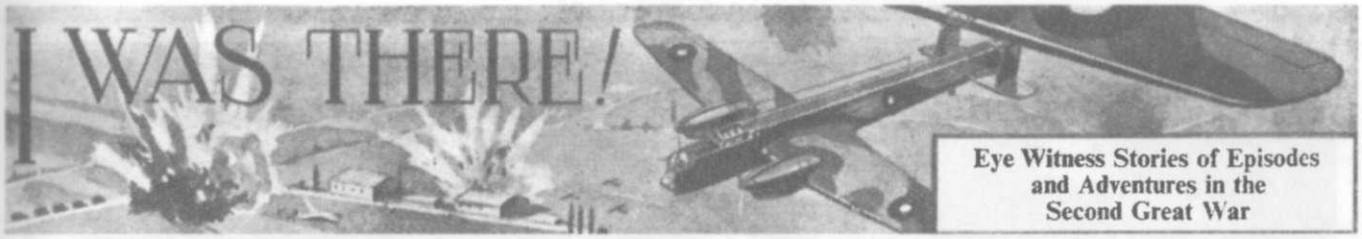
ON September 27 Mr. H. Willink, M.P., was appointed Special Commissioner for the Care and Rehousing of the Homeless of the London Region. He has many problems to face, one of the greatest being that so many people do not want to be moved out of their own district, even though good quarters may be found for them in another part of London. Another is the opposition, still felt by many parents, to being separated from their children, although the desirability of evacuating all school children to safe areas would seem obvious. Mr. Willink is considering, among other schemes, the provision of hostels for people who have to remain and work in London. Improvements in the organization for the immediate shelter of those who have been bombed out of their homes are rapidly taking effect, as well as arrangements for the transport of salvaged furniture belonging to those who have found homes elsewhere. Mr. Willink pays a high tribute to the pluck, patience and cheerfulness of the sufferers. "I have been deeply impressed," he said, "by the gratitude expressed to me by so many in the emergency rest shelters for the way they have been received there, and for the meals they are now able to get. Hundreds of officers are doing work to which they are quite unused and hundreds of volunteers are doing grand work. But very much remains to do, and London Region will go to it and do its utmost for those who have suffered in the front line."

British Airmen Saved After 84 Hours

AFTER a search lasting three and a half days, Hudson and Anson aircraft of the Coastal Command, working in close co-operation with British naval units, found the crew of a British bomber which had come down in the North Sea. During those 84 hours they had been adrift in a rubber dinghy on a rough sea. True to character, the Germans many times attempted to obstruct the efforts at rescue, sending Heinkels near one of the searching warships, so that Blenheim fighters were despatched as a protective patrol to drive them off. When the little dinghy was at last located, a container of food and tobacco was released from a 'plane and, after a little paddling, one man was seen to reach out and seize the waterproof bag. The rescue was eventually effected by a warship directed by flare floats to the spot, which was 70 miles nearer the coast than when the search started.

Will There Be a Holy War?

MUSSOLINI'S attacks on their sacred places have so inflamed Moslems in Egypt, Palestine and India that their leaders are seeking to declare a holy war against Fascism. The movement started from the invasion of Egypt by Libya, and the bombing of Haifa and other places in Palestine. On September 23 the Mullah Sahib of Bhutan, in Peshawar, India, issued a call to action, and this has been taken up by Arab chiefs in Egypt. The Supreme Moslem Council in Palestine issued a manifesto expressing "detestation at the abominable attack on the mosque at Haifa and at the desecration of the cemetery there." Great resentment against Italy has been stirred up in Syria. In Egypt the Grand Senussi has also called for vengeance against the invader. As there are over 200,000,000 Moslems, the possibility of a religious war should certainly give Mussolini something to think about.



How We Saved Our Burning 'Plane

The official story of the heroic feat over Antwerp which won eighteen-year-old Sergeant Hannah of the R.A.F. his V.C. is given opposite. Here is his own account of the incident, making light both of his heroism and of his injuries which, unhappily, resulted in serious illness.

WRITING to his mother from hospital, Sergeant Hannah said :

Dear Mum,—At last I have managed to get a rest. As you see by my address, I am in "dock" (hospital). I suppose you will have had some official news that has got you all worried. Still I am O.K., and would have written sooner but only managed to get my eyes open this morning. Well, to tell you all about it, I am lucky to be alive.

We got caught in a terrific "ack-ack" barrage overby. Our 'plane went on fire. At the time it had singed my whiskers. I realized that we were liable to blow up any minute, so I made for my parachute, only to discover that it was on fire, too, so you can guess there was some panic.

By this time the navigator and gunner had baled out, and the 'plane was a blazing mass and a terrific target for the "ack-ack" and they were still letting away.

Still I did some quick thinking and started throwing all the flaming mass overboard. During this, ammunition on the kite was going off ten a penny with the heat.

Finally I got the fire out and the pilot and I limped home.

They rushed me to hospital right away, but I heard since then it caused a great sensation. They have "ack" chiefs, bomber command chiefs, and many more big noises having the kite photographed from all angles. I have had so many C.O.s and big shots visit me that I feel a big shot too !

I have had a telegram from an officer in command congratulating me on my conduct. Apparently it was the first time that a fire has been put out in the air.

My pilot is getting the D.F.C., so I expect that I will be getting something too. But, if you feel the way I do, you will be quite thankful that I am alive, without worrying what I am getting or am going to look like.

Well, if you could see me now I'm sure you would burst out laughing. They have my face all covered with a black plastic stuff, and my hair is still black from the smoke, so I look like a nigger. The nurses won't believe I have got fair hair. I am quite happy here. If what they tell me is true, my face should be practically clear when the stuff comes off. It is a new pattern stuff, and if it works I should be as good as new.

They were worrying about shock when I came in, but I seem to be O.K. The only snag I have is that I cannot eat. My skin is all frizzled up. You won't likely know me when you see me. I have gone thin already, and if they have changed my face I hope I don't get lost looking for my home !

The Air Officer Commanding the Hampden bomber group where Sergeant Hannah was stationed paid high tribute to his courage. He said :

Sergeant Hannah would have had every justification if he had left the burning aircraft He could have escaped, but he remained in the rear cockpit, which must have rapidly become an inferno.

All the inflammable equipment inside the cockpit was alight and ammunition was exploding.

Sergeant Hannah very probably saved the life of his pilot. He certainly saved the aircraft when he must have known that his last chance of safety was apparently hopelessly jeopardized. No one who has seen the aircraft. can be otherwise than amazed at his extra-ordinary presence of mind and extreme courage.

How We Found the 'Benares' Survivors

Forty-six survivors of the "City of Benares," including six evacuee children, were brought safely to port on September 26 after eight days' ordeal in an open lifeboat. Their miraculous rescue, here described, was primarily due to two Sunderland flying-boats.

THE commander of the warship which brought the survivors to port said :

The lifeboat was found eight days after the "City of Benares" was lost. All that time the crew had been moving, keeping their boat safely going through the storm, sometimes by sail and sometimes by a "pedal screw"—by which a propeller can be turned by pedals in the boat.

The boys had been simply heroic. Not a complaint through the long days or the freezingly cold nights. Miss Cornish, the only woman in the boat, had been a perfect Florence Nightingale.

As darkness fell and the cold grew more intense, she set to work massaging the boys' legs to keep them from being frost-bitten.

The boys welcomed their turn at driving the lifeboat along with the pedals. It helped to keep them warm. So far out in the Atlantic the provisions and water had to be carefully rationed. Only enough was allowed to keep them alive.

A 'plane of the Fleet Air Arm that was escorting our boat spotted them. The boys told me that they saw the 'plane—just a speck thousands of feet above them—but they knew what it was, and they waved.

The pilot reported to us what he had seen, and we soon had them safe. It will take more than a Hun torpedo and days in an open boat to crush the spirit of lads like these.

It has been a happy task for us. Would that we could have brought more of them safely home.

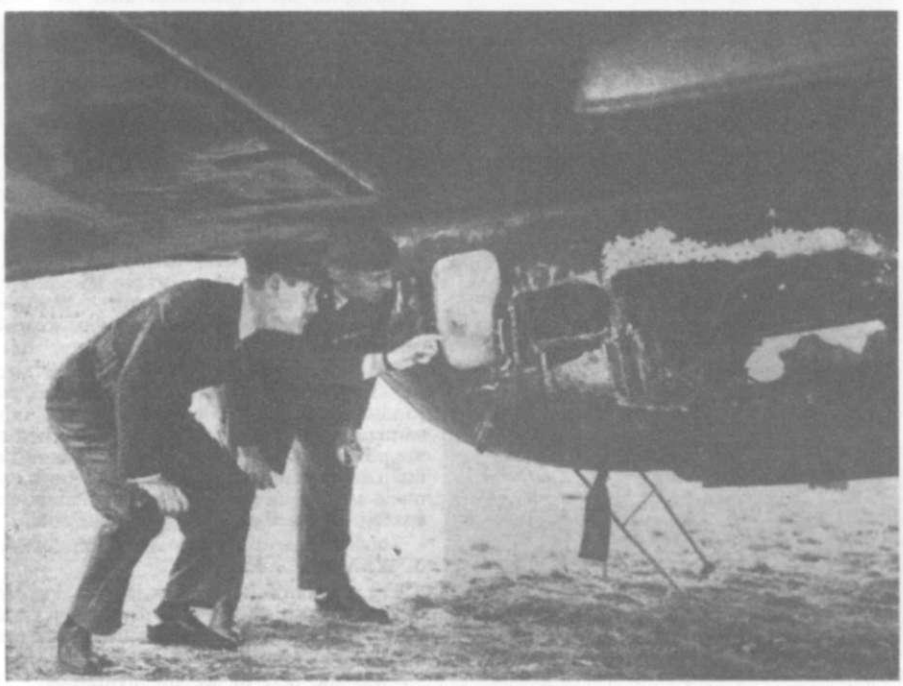
It was cooperation by two Sunderland flying-boats, one belonging to the Royal Australian Air Force, which led to the rescue.

The captain of the second aircraft said :

The Sunderland we were relieving sent up a message just before going off patrol. The captain said he had sighted a boat.

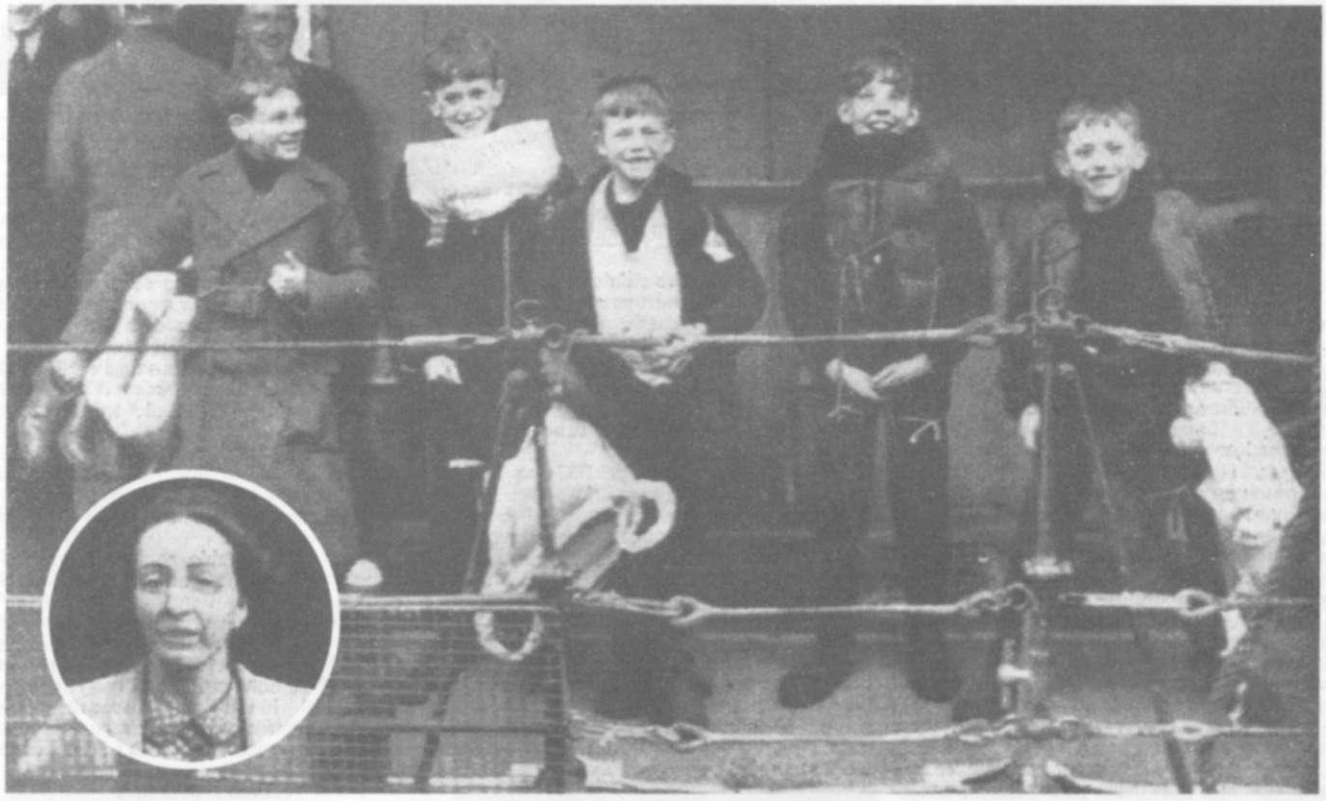
We went straight to the place he indicated and found the boat at once. All the people in the boat were sitting or lying down except one man, who was at the tiller. Some amidships seemed to be in rather a bad way.

They had hoisted sail and were making what speed they could. When we got there we dropped a parachute bag filled with all the



This is the 'plane in which the very gallant deed which gained the Victoria Cross for Sergeant Hannah was enacted. Pilot Officer C. A. Connor, a young Canadian, who has himself received the D.F.C., is pointing out the details of the burnt-out cockpit to the Station Engineer Officer.
Photo, Central Press

I WAS THERE!



These boys have just been rescued from the Atlantic after being eight days adrift in an open boat. They are five of the six children who with 40 adults were the last survivors from the "City of Benares" to be picked up. The number of children lost was thus 77 and not 83 as first announced (pages 360–61). Extreme left is Kenneth Sparks, hero of the rescue; and circle, Miss Mary Cornish.

Photos, Keystone

food we had on board. We attached a life-jacket to keep it afloat.

We circled round and made them a signal that we were going to get help, but they had only a semaphore which we were travelling too fast to read. However, we made them understand that we were going to fetch a ship, which was about forty miles away.

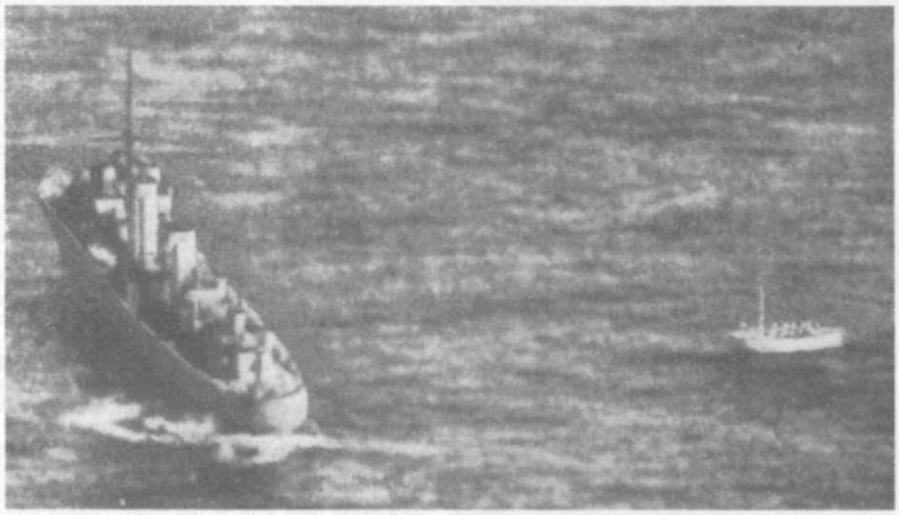
Before leaving them I went down very low on the water and saw that it would be possible to land and take them on board if they could not be rescued otherwise.

Then we went to fetch a ship. We found a warship and signalled that there was a boatful of people and indicated their position. We flew back to the boat and then to the warship.

But she was not on the right course, so I signalled: "Follow me," and then flew directly over the ship towards the lifeboat. When I was getting near the lifeboat I dropped a smoke-flare which the warship saw and signalled "O.K."

We watched until we saw the warship actually stop alongside the lifeboat, and then, as we had received a signal telling us to return to base before dusk, we left.

Among those rescued, in addition to the six children, were British and Lascar seamen, Bohdan Nagorski, Polish director of a shipping company, Father O'Sullivan, a Roman Catholic priest, and Miss Cornish. The last two were acting as escorts.



The last phase of the tragic story of the "City of Benares" is seen in this photograph. A destroyer has arrived on the scene to rescue the last survivors of the ill-fated ship in response to directions of the Sunderland flying-boat, to which 13-year-old Kenneth Sparks had "flag waved" the identity of the lifeboat with a handkerchief.

Photo, British Official: Crown Copyright

Mr. Nagorski said:

We had made up our minds that there was no hope of our being rescued. We had been at sea in the open boat for eight days. We had no water and our food was practically gone. Suddenly we heard the roar of aeroplane engines. We looked up, and to our joy saw the flying-boat appear from the clouds. The pilot signalled to us and dropped food.

The flying-boat went up again and returned some time later simultaneously with the appearance of the British warship. We were taken aboard and revived by the crew.

Telling of his experiences after the ship had been torpedoed, Mr. Nagorski said:

We expected to pick up one of the other ships but we never saw a sign of one. The six children on our boat behaved magnificently. After we had been two days on the sea we discovered a sail in the lifeboat, and between sailing and rowing we managed to make good headway. The officer in the boat decided to steer an easterly course, in the hope that he would ultimately reach the coast.

The next two days passed like a nightmare. Heavy seas burst over us time and again. It took us all our time to save the children from being carried overboard. Weather conditions improved but we had to weather other storms.

Without doubt the boys owe their lives to the heroism of Miss Mary Cornish, of London, one of the escorts and the only woman on board the lifeboat. Crouched in the pitifully confined space in the bows of the boat, she massaged the limbs of the boys and made up muscle exercises to counteract the terribly cramped position and bitter cold.

Thirteen-year-old Kenneth John Sparks, of Wembley, said:

The worst of it was rowing all day and night. We ate ship's biscuits, sardines and tinned salmon and had condensed milk and a little water to drink.

I was the first to see the flying-boat. I shouted and then we all prayed. We had to be lifted up the steps of the warship, as none of us could walk.

I WAS THERE!

How We Torpedoed a Nazi Troopship

The sinking by H.M. submarine "Sturgeon" of a 10,000-ton German transport believed to be carrying between 3,000 and 4,000 troops took place on September 2 off the northern tip of Denmark. The exploit, which was carried out in spite of very difficult conditions and weather of a particularly heavy nature, was described as follows by an officer of the "Sturgeon."

We went up the Skagerrak and got into a position early on the morning of September 2. It was blowing quite hard and we saw nothing until an aeroplane came into sight just as it was getting dusk. About half an hour later the hydrophone operator reported that he heard very faintly the sound of a ship. The "Sturgeon" was brought right up and two or three minutes later two small German destroyers were sighted and just afterwards a very large transport.

Conditions were not very good. We were some distance from our quarry when we first saw her and were on her beam. She appeared to be steering a course for Oslo. Fortunately she was silhouetted against the light of the setting sun. We went to diving stations and brought the tubes to the ready and as soon as we could fired our torpedoes. The transport was going away from us.

As soon as we had fired a torpedo we submerged, but after a short time the commanding officer came up for a look. Everything was quiet, with the transport steaming on with her escorting destroyers. A moment or two later we heard a great explosion and the commanding officer, looking through the periscope, saw a gigantic column of smoke coming up from the transport. The smoke must have gone up some 2,000 feet. We went farther away from the transport and once an aeroplane came swooping around right over us, but we were not spotted.

After about ten minutes the transport burst into flames and became a blazing mass from stem to stern. It was a terrific sight. After an hour and a half she was settling down low into the water and quite obviously she was finished.

We went down to re-lay our torpedoes and when we came up to the surface again the transport had gone. There was nothing left but the two destroyers, with their searchlights on, picking up the survivors.

Lieut. G. D. A. Gregory, D.S.O., in command of the "Sturgeon," is here seen (extreme right) on the bridge when the submarine came home after her great exploit.

Photo, Topical Press

We had one bad moment, for as we came to the surface it was not realised that the searchlights were on and we came right into their beams. The destroyers were about three miles away and luckily they did not see us.

It was an extremely lucky shot at that range.

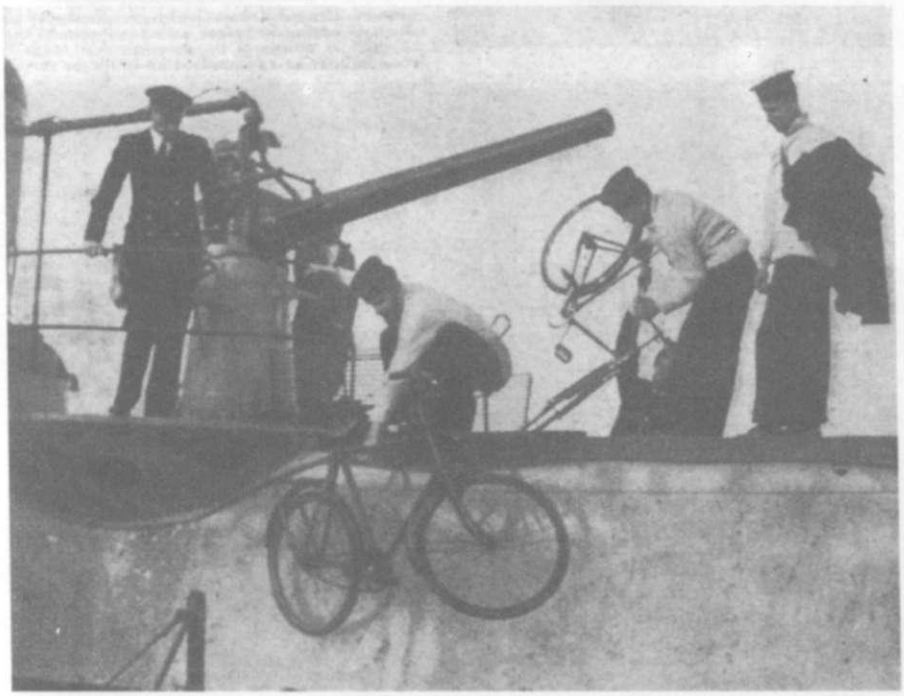
The ship, he said, was a single funnel, low-built Diesel vessel of about ten to twelve thousand tons. She was making north for a Norwegian port.

He added: Danish reports have stated that she had between three and four thousand troops on board. Whether these troops were intended for a possible invasion of Great Britain can only be a matter of speculation.

The ship's cook of the "Sturgeon" cooked 100 eggs for breakfast on the morning that the transport was torpedoed. Like that he is eating here, they were all hard-boiled.

The officer remarked that the day which ended so well started rather badly. He said:

We were not feeling too well because we had some extraordinarily hard-boiled eggs for breakfast. An A.B. does what cooking can be done, and when I asked how long he had boiled the eggs he replied: "Two and a half hours, sir." There were a hundred eggs to cook for three minutes each. He therefore multiplied one hundred by three, made a few other calculations, and boiled our eggs for two and a half hours!



Though the crews of submarines say it is a great life, it is certainly a cramped one, and one of their first desires when they come ashore is to stretch their legs. Bicycles give a good opportunity for this and also lessen the difficulties of transport, so when the "Sturgeon" arrived in port several bicycles went on board ready for ship's leave, but they will be landed before she puts to sea again.

Photos, "Daily Mirror"

Women in the Front Line of Britain's War

Above, nurses and students of the Great Ormonde Street Hospital help to build shelters for the roof-spotters. Oval, A.F.S. girls clearing the pavement in Oxford St.

Berwick Street Market, close to the shattered shops of Regent Street, still does business, but the girl in charge of the meat stall wears a steel helmet as a precaution while she serves.

The pavements of Bond Street, in which are many world-famous shops, are usually crowded in the busy hours with those who buy of the best. Today a novel fashion has appeared there—women who wear the A.R.P. uniform surmounted by a steel helmet; the new Civil Defence badge is embroidered on the sleeve of the uniform (centre). Below, nurses at the Children's Hospital are clearing up a damaged ward

They Have Won Honour in Freedom's Cause

Capt. A. J. Biggs, who carried unexploded bombs a distance of several miles to a quarry, where they were destroyed.

Lieut. R. Davies, G.C. who, with members of Bomb Disposal Unit, saved St. Paul's Cathedral from the menace of a time-bomb.

Wing-Com. F. V. Beamish, A.F.C., D.S.O. for displaying courage in the air. He destroyed 2 Messerschmitts and a Dornier.

Squadron-Leader C. E. R. Tait, D.F.C. for conspicuous daring and courage during air operations against the enemy.

Squadron-Leader J. R. A. Peel, D.F.C. for displaying bravery and outstanding qualities as a leader during air operations.

Pilot Officer Whelan, R.A.F., D.F.C. for bravery and courage in the course of air operations against the enemy.

Squadron-Leader Charles Pearce, R.A.A.F., D.F.C. for bravery and devotion to duty in the course of air operations.

Pilot Sergt. H. J. L. Hallowes, bar to his D.F.M. for destroying 21 enemy aircraft and for his resolute daring.

Flight Lieut. J. F. Newman, D.F.C. for displaying great gallantry and devotion to duty in the course of air operations.

Act. Squadron-Leader M. N. Crossley, D.F.C., D.S.O. for bravery displayed in air operations. He destroyed 18 German aircraft.

Sub-Lieut. R. W. Timbrell, R.C.N., D.S.C. for displaying conspicuous bravery and devotion to duty while on active service.

Sub-Lieut. J. W. Golby, R.C.N.V.R., D.S.C. for displaying great gallantry and devotion to duty while on active service.

Volunteer Glyn Jones, M.M. for carrying a wounded man to safety. First Home Guard to receive a military decoration.

Comm. E. R. Conder, R.N., D.S.O. and D.F.C. for displaying bravery and conspicuous daring during naval operations.

Comm. H. Shove, R.N., D.S.C. for displaying conspicuous bravery and devotion to duty while on active service.

Squadron-Leader Strange, a bar to his D.F.C. for conspicuous bravery and devotion to duty in the air.

Flight Lieut. J. A. Cohen, R.A.A.F., D.F.C. for displaying courage and devotion to duty during air operations.

Flight Lieut. J. Sample, D.F.C. for displaying bravery in the air. He shot down 2 enemy aircraft.

Act. Flight-Lieut. E. C. Le Mesurier, D.F.C. for carrying out long reconnaissance flights over enemy territory.

Squadron Leader the Hon. M. Aitken, D.F.C. for gallantry and devotion to duty. He is Lord Beaverbrook's heir.

Col. Gordon Johnson, O.B.E. for displaying bravery and conspicuous devotion to duty while on active service.

Maj. F. Clarke, R.A.S.C., O.B.E. for displaying outstanding courage and devotion to duty while on active service.

Lieut.-Col. E. J. Medley, R.A., D.S.O. for displaying conspicuous gallantry and courage while on active service.

Temp. Lieut. (temp. Lieut.-Col.) R. O. Ward, O.B.E. (Military Div.) for displaying courage and gallantry in the field.

Maj. Henry Hopking, The Suffolk Regt., O.B.E. for displaying courage and gallantry while employed on active service.

OUR DIARY OF THE WAR

TUESDAY, SEPT. 24, 1940 *388th day*

On the Sea—Admiralty announced that H.M. submarine "Thames" was overdue and must be presumed lost.

In the Air—R.A.F. bombed enemy minesweepers in the Channel.

Coastal Command aircraft attacked Zeebrugge and naval station at Brest.

During the night R.A.F. heavy bombers successfully bombed military objectives in Berlin. Other forces attacked railways and goods yards, power station near Frankfurt-on-the-Oder, gun emplacements at Cap Gris Nez, many aerodromes and invasion ports.

Home Front—In morning two enemy formations of bombers and fighters attacked across Kent coast and area of Thames Estuary. Minor forces penetrated to London. Bombs fell in Thames-side towns and in East Kent. Southampton area was attacked. Damage and casualties also caused at Brighton.

Night raids were concentrated on Central London areas. Large numbers of incendiary bombs dropped. St. Clement Danes church damaged. Shops, private property, an hostel, a college and hospitals in W. and N. London damaged. Extensive raids made into Wales.

Enemy lost 8 aircraft. Four British fighters missing, but pilots of three safe.

General—Hundred bombs dropped on Gibraltar by aircraft of French types.

WEDNESDAY, SEPT. 25 *389th day*

On the Sea—Coastal Command flying-boat found in mid-Atlantic 46 survivors, including 6 children, of the evacuee ship, "City of Benares," torpedoed September 17.

In the Air—R.A.F. again bombed Berlin. Targets included railways, power stations, a munitions factory and Tempelhof aerodrome. Other forces attacked docks at Kiel, the "Scharnhorst" being hit; goods yards at Osnabruck, Ehrang, Hamm, Mannheim and Hanover; shipping, barges and stores at Antwerp, Flushing and four Channel ports.

Coastal Command aircraft bombed oil tanks at Brest.

War against Italy—British naval forces again shelled Sidi Barrani area. R.A.F. bombed Tobruk. Raids were carried out at Assab, Macacca and Berbera.

Enemy fighters flew over Malta. One shot down and two others damaged.

Home Front—Daylight attack made on Bristol. Minor enemy activity in S.E. England. Air battle took place over Bournemouth.

At night raiders flew low over London in spite of A.A. barrage. Parish church in S.E. damaged and another destroyed; hospitals, schools, houses and business premises hit. In N.W. district heavy bombs seriously damaged a nursing-home, cinema, shops and about 200 houses. In W. district incendiaries preceded big explosive bombs; and houses, shops and a hospital were hit.

Bombs were dropped in other parts of S.E. England and in the North West.

Twenty-six enemy aircraft destroyed. Four British fighters lost, but pilots of three safe.

General—Announced that Gen. de Gaulle had abandoned operations against Dakar.

French 'planes again raided Gibraltar, dropping about 300 bombs. Small ship in harbour sunk, and property damaged.

THURSDAY, SEPT. 26 *390th day*

On the Sea—Admiralty announced that H.M. submarines H 49 and "Tuna" had lately sunk three enemy supply vessels.

Italian torpedo-boat destroyer reported to have been sunk in Ionian Sea by British submarine.

In the Air—R.A.F. made further heavy attacks on Channel ports, particularly Le Havre. Kiel and other objectives in N.W. Germany were successfully bombed.

War against Italy—R.A.F. twice raided enemy concentrations at Sollum.

Home Front—In morning enemy aircraft flying singly approached E. and S. coasts, but few penetrated far. Bombs fell on N.E. coast. In afternoon attacks were made on coastal towns from Hastings to Southampton. Bombs fell in a Midlands town.

During night raids on London, flares, followed by high-explosive bombs, fell on North, West and Southern suburbs. Hospital, flats, shops, industrial premises and houses suffered. Incendiary bombs damaged premises in Central London. N.W. coastal town was heavily raided.

Enemy lost 34 aircraft. Eight British fighters lost, but pilots of three safe.

Dover was shelled for over an hour.

THE POETS & THE WAR

XXXIV

FOR THE TOWNS OF THE S.E. COAST

By EDWARD SHANKS

Since Britain rose above the seas,
The seas have beaten on her shore,
An endless battery prolonged
For half a million years or more.

The waves at shingle, sand and chalk
Have clawed with endless enmity,
And still the island rests secure,
Mistress, not vassal, of the sea.

We shall not fear this punier foe,
Though he with poisoned talon strike,
We hold the coasts. The fate of all
Who come against them is alike.

Remember, though, the fabled bells
Of Dunwich, that, below the wave,
Ring for the victim of that war
Out of her ancient, sea-drowned grave.

Remember, now, the little towns
On which the raider throws his hate,
Which stand the brunt and keep our land,
Impregnable, inviolate.

They shall not sink, like Dunwich, down
Under a final conquering tide,
But when those sullen waves recede,
Shall rise again, new-glorified.

When from our skies these storms are swept
And earth and ocean both are free,
Margate and Ramsgate, Folkestone, Dover,
Your bells shall sound above the sea.

—*Daily Sketch*

FRIDAY, SEPT. 27 *391st day*

On the Sea—Admiralty announced that H.M. trawler "Loch Inver" was overdue and must be presumed lost.

In the Air—R.A.F. carried out large-scale night attacks on enemy invasion bases, including French Atlantic port of Lorient.

Other forces operating over Germany bombed railway yards at Mannheim and Hamm, and munition factories at Dusseldorf.

War Against Italy—Enemy 'planes attempting to raid Haifa driven off.

Home Front—Mass attacks in S. England were intercepted and severe losses inflicted, especially near London. Three daylight attacks on London, when a few bombs caused damage to houses and an industrial building, and casualties resulted.

Enemy aircraft also reached outskirts of Bristol, where they were driven off by R.A.F. after lively engagements.

Germans lost 133 aircraft. Britain lost 34 fighters, but pilots of 16 safe.

British and German guns fought artillery duel across the Channel.

General—Germany, Italy and Japan signed 10-year military, political and economic Pact.

SATURDAY, SEPT. 28 *392nd day*

On the Sea—First flotilla of 50 transferred American destroyers arrived in British waters.

In the Air—R.A.F. again raided Berlin and electric power stations and A.A. guns positions were bombed. Elsewhere in N. Germany targets included railway centres and aerodromes. Fires and explosions caused at Wilhelmshaven. Munitions works at Hanau, near Frankfurt, severely damaged. Channel ports and enemy base at Lorient again attacked.

War Against Italy—S. African Air Force successfully raided Birikau, Italian Somaliland, for third time.

Home Front—During morning enemy aircraft, chiefly fighters, crossed S. E. coast and a few reached E. London. Bombs fell but damage was slight. Bombs also dropped on S. coast town. Enemy force approached Portsmouth area, but were driven off.

Night attacks were made on London, S.E. England, Merseyside and East Midlands. Both high explosive bombs and incendiaries were dropped. Shops in a S. London district extensively damaged. Wardens' post hit and nine perished. Isolation hospital and other buildings damaged in S.W. suburb.

Six German aircraft destroyed. Britain lost seven fighters.

SUNDAY, SEPT. 29 *393rd day*

On the Sea—Reported that survivors of British ships "Blair Angus" and "Elmwood," torpedoed on September 21, had landed at St. John's, Newfoundland.

In the Air—R.A.F. bombed oil refineries at Magdeburg and Hanover; aluminium works at Bitterfeld; gas works at Stuttgart; goods yards at Osnabruck and Cologne; and many enemy-occupied aerodromes.

Home Front—During daylight raids bombs were dropped at points on Thames Estuary, a S. coast village and one in Home Counties. Garage fired in Kent. Attacks also made in Midlands and in Edinburgh area.

Night raids were widespread. Many fires started in London, including serious one in City. In Home Counties attacks were heaviest south and west of London. Nurses' home and hospital in western suburb badly damaged. Large fires on Merseyside.

Ten enemy bombers destroyed. Four British fighters lost, but pilots of two safe.

MONDAY, SEPT. 30 *394th day*

In the Air—R.A.F. delivered big attack on German bases, particularly Calais and gun positions near Cap Gris Nez.

Military targets in Berlin bombed for four hours, including power stations, railways and factories. Other forces attacked oil refineries, munition factories, goods yards and railways in Germany, docks at Cuxhaven and Amsterdam, many enemy aerodromes and Channel ports.

Coastal Command and Fleet Air Arm attacked docks, shipping and petrol stores at Rotterdam, Ostend and elsewhere.

War Against Italy—R.A.F. attacked Libyan bases, main damage being done at Marawa.

Home Front—Six large daytime attacks launched against S.E. England and Bristol area. All were broken up after crossing coast, but one formation reached London. Bombs fell in western suburbs. Attacks made on several places in South-East, notably Bexhill and Hastings.

In night, incendiaries fell in Central London. Suburbs in N.W., N. and N.E. were bombed. Fires caused on Merseyside.

Enemy lost 49 aircraft. Britain lost 22 fighters, but 12 pilots safe.

Two artillery duels with long-range guns took place across Straits of Dover.